



Jane's
POCKET GUIDE

MODERN MILITARY HELICOPTERS

TIM RIPLEY

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Introduction

"Death from Above" was the famous insignia on the nose of Lieutenant Colonel Kilgore's UH-1 Huey gunship in Francis Ford Coppola's Vietnam War epic *Apocalypse Now*. The 25-minute long section of the movie where the 1/9th 'Air Cav' take a Vietcong-held village to the sound of Wagner's *Ride of the Valkyries* captured perfectly the essence of going to war by helicopter.

Since the Vietnam War the helicopter has been an integral part of every armed force, and rotary-winged aircraft have seen action in every major conflict and many small wars. This rapid acceptance of helicopters into the mainstream of military organisations in attack, reconnaissance, liaison, transport, medical and maritime roles has led one commentator to term them 'rotary-winged fighting vehicles'.

However, when helicopters first saw action during the Korean War, they were used by US armed forces for casualty evacuation and VIP transport only. Indeed, it was left to the French to first demonstrate the combat potential of the armed helicopter during their colonial conflict in Algeria. The 1950s and 60s also coincided with revolutionary developments in helicopter design, such as the tandem rotor and turboshaft powerplants.

The success of US Army and Marine Corps gunships in Vietnam spurred the Soviet, British, French, Italian, Israeli, German and numerous other armed forces to field their own fleets of helicopters for anti-tank and assault work. By the mid-1970s most armies had begun programmes to procure specialist attack helicopters, leading to the development of the

current generation of Cobras, Apaches, Tigers, A-129s, Mi-24s, Ka-50s and Rooivalks. It must be duly noted that these developments were often made in the face of stiff opposition from air force 'blue suiters', who saw the armed helicopter as a direct rival to their own fleets of fixed-wing close air support aircraft.

No such argument was put forward by the navies of the world, however, as they had been quick to embrace the armed helicopter for the anti-submarine and anti-surface vessel roles, as well as more conventional air transport duties.

Indeed, the 1982 Falklands War proved the worth of the helicopter in naval warfare, protecting the British fleet from Argentine submarine attack, decoying Exocet missiles with electronic jamming devices and sinking enemy shipping with guided missiles. Five years later US Army and Navy helicopters provided vital protection against Iranian fast patrol boats in Persian Gulf.

The 1991 Gulf War saw helicopters employed successfully in a wide range of roles by Coalition forces, whilst in the aftermath of the conflict, multi-national relief efforts to help Kurdish refugees in Northern Iraq depended on helicopters to fly in supplies to remote mountain camps.

In the post-Cold War world, humanitarian aid and peacekeeping missions have seen ostensibly military helicopters put to extensive use. Media images of United Nations relief operations in Somalia, Haiti, Rwanda, Bosnia and elsewhere are dominated by swarms of helicopters. NATO peace enforcing missions in Bosnia have seen the Apache

attack helicopter intimidating local forces into keeping the peace.

From a communist standpoint, Soviet forces used helicopter gunships to great effect during their long conflict in Afghanistan from 1979 onwards. The simple, but rugged, Mil Mi-8 and Mi-24 assault helicopters became familiar images on snatched footage shot by western television crews covering with the Mujahideen guerrillas at the bottom of parched Afghan valleys. In 1994 Russian helicopters were again in action against Islamic guerrillas in Chechnya. Combat helicopters from the former Soviet Union are much in demand because of their low cost and reliability. Proof of this has come very recently when, in a remarkable vote of faith in their former opponents' equipment, the South African-based mercenary organisation Executive Outcomes has become a regular user of Mi-8 and Mi-24s during its operations in Angola and Sierra Leone.

This Jane's guide aims to describe the major combat helicopters in service today, or in the final stages of development. We have classified combat helicopters as rotary-winged aircraft designed specifically for military use, or civilian machines adopted for use by military forces.

Increasingly, armed forces are making use of chartered civilian helicopters as a means to cut costs, and we have enclosed the types used by contractors in this study, particularly those chartered by the United Nations for humanitarian and peacekeeping missions.

We also take note of a number of major changes in the

helicopter industry. For example, the consolidation of helicopter manufacturers into a smaller number of larger companies is reflected in the usage of new company titles. We have, however, included details of what are termed 'heritage companies' for reference. As a rule, we have used the current name of the manufacturer, or last name manufacturer before production ceased.

The opening up of the Russian defence industry since the demise of the Soviet Union has meant that it is now possible to attribute long-established designs to their real manufacturers, rather than just link products to design bureau (known as OKB). Actual Russian helicopter and weapon designations are also used to supplement NATO reporting names.

Helicopter production continues around the world in large numbers in spite of the general down turn in global defence spending. This trend will continue as combat helicopters continue to be in the forefront of military thinking and actual operations well into the 21st Century. New technical developments such as the introduction of tilt rotors and advanced compound helicopters also offer military helicopter users significant improvements in both performance and operational capabilities.

Tim Ripley

Aerospatiale Alouette II (France)

Type: Light helicopter

Accommodation: One pilot; four passengers

Development/History

After it first flew in 1955, the Alouette II became the world's first turboshaft powered helicopter to enter production.

Variants

SE 3130: first prototype Alouette II, powered by the 284 kW (380 shp) Turbomeca Astazou I turboshaft.

SE 313B: Designation after Sud-Est merged with Gouet Aviation in 1957, later re-named Sud-Aviation.

SE 3140: Alouette II development, powered by a 298 kW (400 shp) Turbomeca Turmo II engine, but never produced.

SA 3180: Alouette II derivative powered by the more economical Astazou III with a new centrifugal clutch.

SA 318C: Production version of SA 3180.

SA 318B Lince: Powered by Turbomeca Astazou III.

Assembled in India (Chennai) and Brazil (IBI 318B Govt).

Status

French production ended 1975. Indian production continues.

Operators

Argentina, Belgium, Berlin, Bolivia, Cameroon, Chile, Congo, Ecuador, El Salvador, Dominican Republic, Germany, Guatemala, India, Lebanon, Mexico, Senegal, Syria, Turkey.

Manufacturers

Sud-Est/Sud-Aviation/Aerospatiale (France), Hindustan Aeronautics Ltd (India), Helibras (Brazil), Saab (Sweden), Republic Aviation (USA).



Aerospatiale Alouette II

(Tim Ripley)

Specifications (for SA 318C)

Powerplant

One Turbomeca Astazou III turboshaft

Power: 300 shp (224 kW) de-rated to 260 shp (194 kW)

Weights

Empty: 1561 lb (708 kg)

Max T/O: 3638 lb (1650 kg)

Payload: 1323 lb (600 kg)

Dimensions

Length: 29 ft 8 in (12.10 m)

Rotor diameter: 33 ft 6 in (10.20 m)

Height: 9 ft (2.75 m)

Performance

Max speed: 127 mph (205 km/h)

Range: 388 nm (720 km)

Armament

AGM-11 and T-7 wire-guided anti-tank missiles; free-fall rockets; machine guns

Aerospatiale Alouette III (France)

Type: Light helicopter

Accommodation: Two pilots, five passengers

Development/History

The best-selling Alouette III grew out of the smaller Alouette II, the first prototype flew in 1956 and rapidly became a best-selling machine with 2,262 built and 74 countries operating the helicopter at the height of its popularity. Originally intended for service with the French armed forces in Algeria, that conflict came to an end before it was in widespread use. Portuguese, Rhodesian and South African forces used the helicopter extensively in their long bush wars with Nationalist guerrillas throughout Southern Africa. It has been used extensively in conflicts on the Indian sub-continent by Indian and Pakistani forces, performing well in the high Himalayas. Versions have been used for liaison, observation, attack, assault transport, anti-submarine warfare, anti-surface warfare, anti-aircraft, combat search and rescue, counter-insurgency and armed reconnaissance work.

Sud-Aviation, later Aerospatiale, were keen to use license production deals to foster business relationships in the Eastern Bloc and Third World. They were one of the first western aviation companies to offer technology transfer and work on the Alouette family helped establish the Indian, Romanian and South African helicopter industries.

Variants

SE 3160: Alouette III powered by one 649 kW (870 shp) Turbomeca Arrius 10B turboshaft, de-rated to 610 kW (815 shp).

SA 316A: Production version of SE 3160.

SA 316B: Featured strengthened main and tail rotor to allow



Aerospatiale Alouette III

(Tim Ripley)

Specifications (for SA 319B)

Powerplant

One Turbomeca Arrius 10B turboshaft

Power: 610 shp (815 kW) de-rated to 600 shp (807 kW)

Max T/O: 4,639 lb (2100 kg)

Payload: 1,650 lb (750 kg)

Performance

Max speed: 136 mph (220 km/h)

Range: 325 nm (605 km)

Dimensions

Length: 33 ft 4 in (10.2 m)

Rotor diameter: 36 ft 1 in (11 m)

Height: 9 ft 9 in (2.9 m)

Armament

AS12 guided missiles; Mk.44 ASW torpedoes; machine guns (pod or door mounted); front-flight rocket pods

Weights

Empty: 2,436 lb (1,105 kg)



Aerospatiale Alouette III of Royal Netherlands Air Force (Tim Ripley)

for greater performance. Produced in Romania as IAR-316B and in India as Chetak.

SA 316C: Arriane 100 powered variant built in limited numbers.

SA 319B: Direct development of the SA 316B, powered by a more efficient and more

economical 649 kW (870 shp) Turbomeca Astazou XW turboshaft, de-rated to 447 kW(600 shp).

G-Cat: Rhodesian Air Force gunship version with two side-mounted Browning machine guns. Gunship with single port firing 20-mm

Mosser canon in cabin known as G-Cat.

IAR-317 Skysac: Prototype Romania gunship version, armed with anti-tank missiles, free-fall rockets and machine gun pods which did not enter production.

Atlas Aviation 30H-1 Alpha: South Africa weapon system demonstrator for Boxfire attack helicopter.

Status

Production in France ceased in 1983 after 1465 built. Some 230 built in Romania until 1983. Limited production continued only in India, with 300 built to date.

Operators

Algeria, Angola, Argentina (navy), Austria, Belgium (navy), Burkina Faso, Burundi, Cameroon, Chad, Congo Republic, Ecuador (air force), Equatorial Guinea, France (Armée de l'air/Armée de terre), Ghana, Greece (navy), Guinea, Guinea-Bissau, India (Army/Aviation), Iraq, Ireland, Jordan, Lebanon, Libya, Maldives (navy), Mexico (navy), Morocco, Mozambique, Myanmar, Namibia, Nepal, Netherlands, Nicaragua, Pakistan (Ground-attack force), Peru (Armée de l'air/Aviation), Portugal, Romania, Rwanda, South Africa, Suriname, Switzerland, Togo, Tunisia, UAE (Abu Dhabi), Venezuela (army), Congo (former Zaire) and Zimbabwe.

Manufacturers

Sud-Aviation/Aerospatiale (France), ICA Brasov (Romania), Federal Aircraft Factory (Switzerland) and Hindustan Aeronautics Ltd (India).

Aerospatiale Super Frelon (France)

Type: Heavy lift helicopter

Accommodation: Two pilots, up to 37 passengers

Development/History

First flown in the 1962 to meet French Navy requirements for a maritime helicopter armed with anti-ship guided missiles and ASW weapons. Some remain in French service for logistic support and vertical replenishment at sea.

Variants

SA 321: Pre-production aircraft.

SA 321G: French ASW version, later sale to the Everett.

SA 321Gc: French navy cargo carrying and assault transport.

SA 321GM: Export version for Libya.

SA 321T: Civilian version.

SA 321H: Version sold to Iraq with Turmo III engines, Oerlikon ORB-31D radar and Exocet missiles.

SA 321H-1: Civilian version.

SA 321C: Export transport version to Kuwait.

SA 321L: Export transport version to South Africa.

SA 321M: Export transport/escrue version to Libya.

Changhe Z-8: Chinese-built naval and combat version.

Status

Production continues in China only.

Operators

France (navy), China (navy), Iraq and Libya.

Manufacturer

Sud-Aviation/Aerospatiale (France) and Changhe Aircraft Factory (China).



Aerospatiale SA 321 Super Frelon

(Tim Ripley)

Specifications (for SA321G)

Powerplant

Three Turbomeca Turmo BBC turboshaft

Power: 4710 shp (3540 kW)

Weights

Empty: 15 130lb (6863 kg)

Max T/O: 24 690 lb (11 000 kg)

Payload: 11 023 lb (5000 kg)

Dimensions

Length: 63 ft 7 in (19.4 m)

Rotor diameter: 62 ft (18.9 m)

Height: 16 ft 2 in (4.9 m)

Performance

Max speed: 171 mph (275 km/h)

Range: 549 nm (1000 km)

Armament

ASW torpedoes; depth charges; machine guns

Eurocopter Gazelle (France)

Type: Light helicopter

Accommodations: One pilot, four passengers

Development/History

Sud-Aviation began work on the Gazelle in the mid-1960s as a replacement for its Alouette family. By 1967 it had been put into the melting pot of the Anglo-French Helicopter Agreement, which was to see the joint development of the Gazelle, Lynx and Puma families of helicopters by Sud-Aviation (later Aérospatiale) and Britain's Westland. This agreement gave France the lead in Gazelle exports, and Aérospatiale was soon leading a major foreign sales drive. Exports and co-production deals resulted in more than 400 sales, 284 being ordered for construction in Britain (all except 12 for the US armed forces) whilst France bought just under 400. Total production was some 1254.

A year later the Gazelle made its first flight, and won the verdict with the revolutionary 'herringbone', or fan-in-in tail, rotor was airborne. By the mid-1970s the aircraft was in widespread use with the British and French armed forces. From 1973 the French began to field the new SA 342 version, which sported an improved engine. Britain chose not to adopt the new engine for its Gazelles.

British versions saw combat in the Falklands in 1982, but it was in the 1982 Lebanon war that a Syrian version armed with HOT anti-tank missiles showed the Gazelle's true potential as an armed helicopter. French AS1 and Mil Mi-24 missile-armed versions were used extensively during the 1991 Gulf War in the air-casualty role on the extreme left flank of the Coalition forces. Two Kuwaiti Gazelles fought alongside US Marine Corps forces to liberate Kuwait City. Yugoslav-built versions have been used extensively in armed and unarmed roles during the civil war that broke out



Westland Gazelle AH.1W Mk 1 of the British Army Air Corps

(Tim Ripley)

Specifications (for SA 341)

Powerplant:

One Turbomeca Astazou IIIA turboshaft

Power: 550 shp (410 kW)

Performance

Max speed: 160 mph (260 kmh)

RANGE: 261 mi (420 km); 113 mi (180 km)
with max payload

Dimensions:

Length: 39 ft 3 in (11.9 m)

Rotor diameter: 34 ft 6 in (10.5 m)

Height: 10 ft 2 in (3.2 m)

Weights:

Empty: 2022 lb (917 kg)

Max TOW: 3930 lb (1800 kg)

Payload: 1540 lb (700 kg)

Armament:

AS11, AS12, HOT, TOW and MILITARY
[AT-3 Sagger] wire-guided anti-tank missiles;
9M32M Strela (SA-7 Grail) and Mistral air-to-air
missiles; Dassault M621 20 mm cannon;
door- and pod-mounted machine guns; free-fight
rockets.

In 1991, with Serb-operated Gazelles seeing action against Slovenian, Croat and Bosnian forces.

British and French Gazelles have been used in the former Yugoslavia to support United Nations and UNPROFOR peacekeeping forces since 1992. British Army Gazelles operating in Northern Ireland have been fitted with a variety of specialist observation and close circuit television systems.

Variants

SA 340: Two prototypes, first with conventional rotors and T-tail; second fitted with rigid main rotor and T-tail rotor.

Astazou II powerplant of 280 kW (380 shp).

SA 341: Four pre-production helicopters with enlarged cabin, semi-articulated rotors, 440 kW (590 shp) Astazou III and 2968 lb (1300 kg) maximum weight.

SA 341B: British Army Air Corps Gazelle AH 1, 212 built.

SA 340C: British Royal Navy (Fleet Air Arm) Gazelle HT 2, 40 built.

SA 341D: British Royal Air Force Gazelle HT 3, 29 built.

SA 341E: British Royal Air Force VIP transport Gazelle HCC A, one built and three converted from HT 3s.

SA 341G: Civilian.

SA 341H: French Army Aviation version, 168 built.

SA 341F/Cannon: French Army Aviation MG21 20 mm cannon armed version, 62 converted from original Hs.

SA 341HC: Initial French military export version.

SA 341H Partisan: Yugoslav-built version.

SA 341M: French Army Aviation HOT armed version, 49 converted from original Hs.

SA 342K: Civilian.



Eurocopter SA 342 L1 Gazelle

(Aerospatiale)



SA 342M: Up-rated military export version with 600 kW (800 shp) Astazou XRM1 Powerplant and 4189 lb (1900 kg) maximum weight.

SA 342L: Military export model with improved foreflight.

Some 120 built in Yugoslavia, including SA 342L GAMA attack and SA 342L2 HERA scout versions armed with Soviet 82mm anti-armour and air-to-air missiles.

SA 342L1: Military export version with Astazou XRM and 4469 lb (2000 kg) maximum weight.

SA 342M Vytis: Final production version for French Army Aviation, with Astazou XRM1 and HOT missiles. More than 200 produced. Some 30 fitted with Mital missile to SA 342M/Cirrus standard and later SA 342M/HOT standard.

Status

No longer in production.

Operators

Angola, Bosnian Serb Republic, Burundi, Cameroon, Croatia, Cyprus, Ecuador, Egypt, France (Army), Greece, Iraq, Israel, Jordan, Kenya, Kuwait, Lebanon, Libya, Morocco, Qatar, Senegal, Slovakia, Syria, Tunisia, UAE (Abu Dhabi), United Kingdom (Army/Air), Yugoslavia (Serbia/Montenegro).

Manufacturer

Sud-Aviation (Aerospatiale)/Eurocopter (France), Westland Helicopters (UK), SOKO (Yugoslavia), Auto-British Helicopter Company (Egypt).

Above:
Eurocopter SA 342M Gazelle for French Army Aviation
(Tim Ripley)

Right:
Eurocopter SA 342 Gazelle fires a HOT wire guided anti-tank missile
(Aerospatiale)



Eurocopter Dauphin/Panther (France)

Type: Light helicopter

Accommodation: Two pilots, 10 troops

Development/History

Eurocopter began development of the Dauphin (Dolphin) as a replacement to the Alouette III in the early 1970s, with the first flight taking place in 1972. The twin-engined version first flew three years later, and it has remained in production ever since, with worldwide sales and a number of license production agreements being reached. A version with Allison engines entered service with the US Coast Guard in 1987 after a troubled programme to integrate the US-sourced powerplant. Some have since been passed on to Israel. From 1988 onwards, military versions have been christened the Panthers, with designations in the AS 565 series adopted simultaneously. The Dauphin/Panther has proven to be a versatile and reliable light helicopter, which looks set to remain in production and service until well into the next century.

Variants

AS 360: Initial prototype powered by single Turbomeca Astazou 3M1 powerplant.

AS 360H: Initial military version powered by single Turbomeca Astazou 10M54 powerplant.

AS 365C Dauphin 2: Twin-engined version powered by 485 shp (360 shp) Turbomeca Arriel turboshafts. In 1988 redesignated as AS 365N3 Dauphin 3. C1/C2, C2 versions.

AS 365H1: Improved version with retractable undercarriage.

AS 365H1T: Further improvement with 11-bladed fenestron and up-rated Arriel 1C1 powerplant.

AS 365H2: Civil version with Turbomeca 1C2 powerplants.

AS 365H3: First military version of twin-engined



Eurocopter SA 360/365 Dauphin

(DOD Spokesman)

Specifications (for AS 565 Panther)

Powerplant

Two Turbomeca Arriel 10H1 turboshafts

Power: 1560 shp (1163 kW)

Payload: 1527 lb (1600 kg)

Dimensions

Length: 38 ft 1 in (11.6 m)

Rotor diameter: 29 ft 8 in (8.11 m)

Height: 13 ft 1 in (3.99 m)

Performance

Max speed: 104 mph (166 km/h)

Range: 472 nm (875 km)

Weights

Empty: 4825 lb (2183 kg)

Max T/O: 9380 lb (4250 kg)

Armament

Giat M21 20-mm cannon pods; Matra air-to-air missiles; HOT wire-guided anti-tank missiles; free-fight rockets; AS10AT and Exocet anti-ship missiles; Barracuda torpedoes

AS300HD; for attack and troop transport. This was renamed the Panther, powered by Turbomeca Arriel 2C and marketed under the following versions: AS 305AA fire-flight rocket and gun armed; AS 305AH utility; AS 305CA anti-tank; AS 305F revised version with retractable undercarriage; AS 305F1 revised version; AS 305SA anti-shipping; AS 305MA assault rescue; AS 305SC Saudi Arabia rescue.

AS 305HD: Upgraded version with two Turbomeca Arriel 2C turboshafts. Panther versions were designated SA 305 BB utility; SA 305 AB commando/attack armed; SA 305 BH shipborne utility; SA 305 SB shipborne armed.

AS 305HA: Civil multi-role version, seating 14 and powered by Arriel 2C.

AS 305 Panther: Brazilian version of C model designated HM-1 by Brazilian army.

Panther 800: Proposed US Army version. Did not enter production.

AS 305G1: Version produced for US Coast Guard under designation HH-65A, with Lycoming T53-L-700A-1 engines, specialist night vision and rescue equipment. Also used by Israel.

Harbin Z-9 Helibus: Chinese version assembled from French kits.

Harbin Z-9A-100: Chinese-made version with WZ-10A powerplant, rated to 540 kW (730 shp), which can be armed.

Status

In production in France, Brazil and China.



Eurocopter AS 305 Panther

(Aerospatiale)



Operators

Angeles, Botswana, Brazil (Army), Burkina Faso, Cameroon, China, Congo, Costa Rica, Dominican Republic, Fiji, France (Army, air force), India (air force), Ireland, Israel, Romania, Saudi Arabia (navy), Sri Lanka, Taiwan, Thailand (navy), UAE (Air Force), USA (Coast Guard).

Manufacturers

Aerospatiale/Eurocopter (France), Helibras (Brazil) and Harbin Aircraft Manufacturing (China).

**Eurocopter AS 565F
Panther**
(Tito Riplay)

Eurocopter Ecureuil/Fennec (France)

Type: Light helicopter

Accommodation: Two pilots, two/three passengers

Development/History

The three-seat bi-turboshaft Ecureuil (Gerbier) first flew in 1974 and has remained in production ever since, attracting several thousand military and civilian customers around the globe. The single-engined 350 series version was soon supplemented by the twin-engined 355 series aircraft, which provided greater performance. Since 1990 specialist military versions of the Ecureuil have been marketed under the Fennec (Fox) name, using the series 555 series designation.

Versions

AS 350 Ecureuil: First prototype with single Textron Lycoming LTS 101 turboshaft.

AS 350BA/B2/B3: Civil/military version with single Turbomeca Arriel 1B, B2 with Arriel 1D1; B3 with Arriel 2.

AS 350B: Civilian version with single Textron Lycoming LTS 101 turboshaft, known as AStar in USA.

AS 350 Firefighter: Specialised version.

AS 350U2: First armed version, powered by 560 kW (752 shp) Turbomeca Arriel 1B1, known as Fennec. AS 350C2/C3 anti-tank version. Other Fennec variants include: AS 550MBU3 unarmed utility; AS 550M2A3 armed, cannon or rockets; AS 550NG unarmed naval; AS 550S2 armed naval anti-shipping; AS 550U2/A2(C) air Arriel 2B powered.

HB 350BB1 Esquilo: Unarmed Brazilian version, designated CM-50 and TH-50 by Brazilian Air Force, UH-12 by Brazilian Navy.

HB 350L1 Esquilo: Armed Brazilian version, designated WA-1 by Brazilian army.

Squirrel HT 1/HT 2: UK training version of AS 350B.



Eurocopter AS 355 Ecureuil

(Tim Ripley)

Specifications (for AS 350B)

Powerplant

One Turbomeca Arriel 1B turboshaft

Power: 671 shp (500 kW)

Max T/O: 4629 lb (2100 kg)

Performance

Max speed: 128 mph (207 kmh)

Range: 294 nm (330 km)

Dimensions

Length: 35 ft 10 in (10.9 m)

Rotor diameter: 35 ft (10.7 m)

Height: 10 ft 11 in (3.3 m)

Armament

Gatling M621 20 mm cannon pod; 7.62 mm machine gun pod; free-fall rockets; 108W wire-guided anti-tank missiles; Matra air-to-air missiles; anti-submarine torpedoes

Weights

Empty: 2325 lb (1146 kg)



AS 350BA in service with the Australian Army (APV)

AS 350E Ecureuil: first production version with two 313 kW (420 shp) Allison 250-C20F turboshafts.
AS 355N Ecureuil 2: improved version with two 340 kW (450 shp) Turbomeca Arrius 1A. Civil version known as AS 355F Twin Star in USA.
AS 355F: improved rotor blade version.

AS 355FT: French training version. F2 has upgraded transmission.

AS 355M2: French armed version.

AS 355 Fennec: twin-engined version. AS 355AN armed version with 20 mm cannon; AS 355AM training and utility version; AS 355SR armed naval version; AS 355AR gun/rocket armed version; AS 355MR utility version; AS 355MM naval utility version; AS 355MN unarmed naval version; AS 355RN armed naval version.

Z-11: Chinese produced copy with WZ-10 Powerplant, called in ZJ-10 (not shp).

AS/HB 355F2: Brazilian version, designated CH-44 and VH-SV, or Super 33, by Brazilian air force; UH-12B by Brazilian navy.

Twin Squirrel: US VIP transport version of AS 355F1.

Status

In production in France, China and Brazil.

Operators

Argentina (coast guard), Australia (army, navy, air force), Benin, Bolivia, Brazil (army, navy, air force), Central African Republic, Denmark (army), Djibouti, Ecuador (army), Fiji, France (army, navy, air force), Ireland, Israel, Malawi, Paraguay, Peru (air force), Sierra Leone, Singapore, Tunisia, UAE (Abu Dhabi), UK (air force, army).

Manufacturers

Aérospatiale/Eurocopter (France), Changhe (China) and Helibras (Brazil).



Eurocopter AS 350 CS Fennec

(Eurocopter)

Eurocopter Puma (France)

Type: Medium lift helicopter

Accommodation: Two pilots, loadmaster, 20 troops

Development/History

Work on the SA 330 began in 1963 but the programme became multi-national as a result of the 1967 Anglo-French helicopter agreement. This resulted in Westland building 48 for the British Royal Air Force. Under this arrangement future development and export work on the design was the responsibility of Aérospatiale, later Eurocopter, who began a vigorous sales drive in the 1970s. British and French Pumas have seen action in the 1991 Gulf War and supporting peacekeeping missions in the former Yugoslavia. South African forces used the Puma extensively in their bush wars in Angola and South West Africa. French production ceased in 1987 after 687 built. The design was superseded by Super Puma (Keogad) versions from the late 1980s. The main centres of Puma development are now in South Africa (see Ovra entry) and Romania, where extensively upgraded versions are produced.

Variants

SA 330: First eight French prototypes.

SA 330B1: French Army Aviation version.

SA 330C: Military export version.

SA 330E: Royal Air Force version, designated Puma HC.1.

SA 330F/BG: Civilian versions with 1174 kW (1575 shp) Turbomeca MRC powerplant.

SA 330H: Military version with 1174 kW (1575 shp) Turbomeca MRC powerplant. Designated SA 330B by French air force, even though different from the French army's SA 330B.

SA 330H Mk 1: Upgraded G/H version with glass-fibre rotor blades.



Westland Puma HC.Mk 1

(Tim Ripley)

Specifications (for SA 330)

Powerplant

Two Turbomeca Turmo MC turboshafts

Power: 3150 shp (2350 kW)

Dimensions

Length: 48 ft 1 in (14.1 m)

Rotor diameter: 49 ft 2 in (15 m)

Height: 16 ft 10 in (5.1 m)

Weights

Empty: 8303 lb (3766 kg)

Max TD: 16 315 lb (7400 kg)

Payload: 7055 lb (3200 kg)

Performance

Max speed: 160 mph (257 km/h)

Range: 309 mi (502 km)

Armament

Machine guns; Romanian version sported fire-flight rocket pods; MILAN/Malyutka (AT-3 'Sagger') wire-guided anti-tank missiles; Hull-mounted 20 mm cannons; 220 lb (100 kg) free-fall bombs; A-93 air-to-air missiles

SA 330G: Portuguese version with OTHB 31 radar for maritime surveillance and Mobile powerplant.

MAR-330L: Romanian-built version. Systems upgrade underway including installation of SOCAT (Optroic Search and Combat Anti-Tank) weapon package.

Puma 2000: Proposed Romanian version with glass cockpit.

RSA 330: Indonesian-built version.

AS 330B Orcailler: Experimental French test bed for Orcailler ground surveillance radar.

Status

Production continues only in Romania.

Operators

Argentina (coast guard/air), Algeria, Cameroon, Chile (Army), Congo (Zaire), Côte d'Ivoire, Ecuador, Ethiopia, France (Armée de l'Air), Gabon, Guinea Republic, Indonesia (air force), Iraq, Kenya, Kuwait, Lebanon, Malaysia, Morocco, Nepal, Nigeria, Pakistan (Army/Air Force), Philippines, Portugal, Romania, Sri Lanka, South Africa, Spain, Sudan, Togo, UAE (Abu Dhabi), United Kingdom (air force).

Manufacturer

Sud-Aviation/Verbeek/Aviacon (France), Westland Helicopters (UK), IPTN (Indonesia), MBB SA, Romav (Romania).



Eurocopter SA 330B Puma

(Tim Ripley)

Eurocopter Super Puma/Cougar (France)

Type: Medium lift helicopter

Accommodation: Two pilots, loadmaster, 25 passengers

Development/History

A "growth" development of the basic Puma, the Super Puma first flew in 1978 boasting more powerful Makila powerplants. Although aimed mainly at the civilian market, Aérospatiale (now Eurocopter) have marketed specific military versions under the brand name Cougar, using the series AS designation. Stretched versions with greater seating capacity have been fielded, and a wide range of armament options are available. Recent developments have included a number of night vision options and in-flight refuelling for combat-search and rescue. The French Army are also planning to use the Cougar as the platform for their HORNISON ground surveillance radar system.

Variants

AS 332M1: First military version with Makila powerplants.

AS 332C: First civil version.

AS 332F1: Naval version.

AS 332L1: "Stretched" civilian version.

AS 332L2 Super Puma Mk 2: Civil transport.

AS 332L2 Super Puma Mk 2 VIP: Civil VIP transport.

AS 335M: Stretched military version; production ceased.

AS 335M1: "Stretched" military version.

AS 332 Cougar Mk 1, 1+1980 R, F and M versions re-designated and the name Cougar adopted for military sales.

AS 532AC, UB and UC for short haulage and military armament; AS 532M, and UL for long haulage,

military armed/unarmed; AS 532SC naval, armed anti-submarine/anti-ship.



Eurocopter AS 332 M1 Super Puma

(Eurocopter)

Specifications (for AS 532UL Cougar Mk 1)

Powerplant

Two Turbomeca Makila 1A1 free turbines

Power: 3754 shp (2800 kW)

Max T/O: 15,441 lb (6900 kg)

Payload: 5820 lb (4500 kg)

Performance

Max speed: 172 mph (270 km/h)

Range: 334 nm (618 km)

Dimensions

Length: 50 ft 11 in (15.5 m)

Rotor diameter: 51 ft 2 in (15.6 m)

Height: 15 ft 9 in (4.8 m)

Weights

Empty: 9,560 lb (4,330 kg)

Armament

20 mm or 7.62 mm guns; free-fight rockets;

naval versions can carry the AM-39 Exocet anti-

ship missile or homing torpedoes.



Eurocopter AS 332 UL Cougar Mk 1 with Horizon battlefield surveillance system

(Eurocopter)

Eurocopter Super Puma/Cougar (France)

AS 332 Cougar Mk 2: Stretched version with 1589 kW (2114 shp) Makila 1A7 powerplant. Civilian counterpart designated Super Puma II. In-flight refuelling optional. AS 332A2 armed combat rescue version; AS 332U2 unarmed utility with stretched fuselage; AS 332M naval, armed anti-submarine.

Cougar MRH: Reconnaissance capability export version.

AS 332UL HONZON: Guard surveillance version developed from Ghostray system.

NAS 332B: Indonesian utility designation.

NAS 332I: Indonesian naval designation.

CH-34: Brazilian designation for 332M.

HT.17: Spanish Army designation for 332B.

HO.21: Spanish Air Force search and rescue designation.

HT.21/H: Spanish VIP designation.

Hkp/H: Swedish search and rescue designation.

Status

In production in France and Indonesia.

Operators

Argentina (coast guard, army), Brazil (air/sea force), Cameroon, Chile (air/sea/land force), China, Congo (Zaire), Côte d'Ivoire, Ecuador, France (air force/army), Gabon, Indonesia (air/sea force), Iraq, Japan, Jordan, Kuwait, Malaysia, Mexico (air force), Nepal, Netherlands, Nigeria, Panama, Peru (army), Qatar, Saudi Arabia (air/sea force), Singapore, South Korea (air force), Spain (army), Sweden (air force), Switzerland, Thailand (air force/loco), Turkey (army), UAE (Abu Dhabi), Venezuela.



Manufacturer

Aerospatiale/Eurocopter (France), IPTN (Indonesia) and Singapore models were assembled in country from kits. TH (Turkey) has signed a deal for co-production.

Eurocopter AS 332SC

Cougar
(See [AS 332](#))



Eurocopter AS 332AZ Cougar rescue version with in-flight refuelling probe

(Tim Ripley)

Eurocopter BO 105 (Germany)

Type: Light helicopter

Accommodation: Two pilots, three passengers

Development/History

The German light helicopter made its first flight in 1962, and by the mid-1970s was in widespread service with the German Army - some 96 light observation and 200 H35 missile armed anti-tank versions were eventually delivered. Delays in the Franco-German light programme mean it will have to soldier on in these roles until well into the next decade. It has been widely exported to civilian and military customers around the world.

Variants

BO 105C: Initial version.

BO 105CB: Basic light observation/utility version.

BO 105CBS: Stretched utility version, with capacity for five passengers.

BO 105CBS: Stretched utility version, with capacity for six passengers. Designated Hkp 5B by Swedish Army.

BO 105CS: Canadian produced version with up-rated Allison 250-C20C powerplant.

BO 105M (VBM): German scout version.

BO 105PAH-1: Basic German anti-armour version fitted with six HOT missile tubes.

BO 105PAH-1A: Improved German anti-armour version with new rotors.

BO 105PAH-1 Phase 2: Proposed German night attack version.

BO 105PAH: Proposed German escort version with four Stinger air-to-air missiles.

BO 105Sphaler: Twin aircraft with mast-mounted sight.

BO 105ATH/HA 18: Spanish anti-armour version.



Eurocopter BO 105 CBS

(Eurocopter)

Specifications (for BO 105C)

Powerplant

Two Allison 250-C20B turboshafts

Power: 840 shp (626 kW)

Max T/O: 5,571 lb (2525 kg)

Payload: n/a

Dimensions

Length: 28 ft. 11 in (8.8 m)

Rotor diameter: 32 ft. 3 in (9.8 m)

Height: 9 ft. 10 in (3 m)

Performance

Max speed: 149 mph (240 km/h)

Range: 550 nm (1020 km)

Weights

Empty: 2,953 lb (1336 kg)

Armament

HOT and TOW wire-guided anti-tank missiles;
20 mm Rheinmetall canons

BO 105GSW/HB/A.16: Spanish armed crowd version with 20 mm cannon.

BO 105OH/HR.15: Spanish observation version.

HBO 105: Basic Indonesian-built version.

HBO 105&: Stretched Indonesian version.

BO 105/SBS-S/MSS: Search and rescue/maritime version with surveillance radar.

BO 105 LS A-3: Powered by two Allison 250-C 28C engines. Super Lift, optimised for under-slung loads.

EC-Super Five: High performance version of CBS for civil market.

Status:

In production.

Operators

Bahrain, Brazil, Chile (Aviacol Forest), Chile, Colombia (Army), Germany (Army), Indonesia (Garuda/Aviation Force), Iraq, Jordan, Kenya, Lesotho, Mexico (Army), Netherlands (Army), Nigeria, Peru (Army), Philippines (Navy), Spain (Army), Sweden (Army), Trinidad, UAE (Dubai).

Manufacturer

Messerschmitt-Bölkow-Blohm/Eurocopter (Germany), IPIH (Indonesia), OMSI (Brazil), Eurocopter Canada (Canada).



HAL Advanced Light Helicopter (ALH) (India)

Type: Light multi-role helicopter

Accommodation: Two pilots, 12-14 passengers

Development/History

India's indigenous light helicopter programme was slowed by financial problems throughout the 1980s, delaying the first flight until August 1992. Three prototypes are now flying, but question marks still remain over when it will enter service with the Indian armed forces. The first order for eight was placed in 1997, and the second order is expected in 1998. A production rate of 26 per year is expected from 2002 onwards.

Variants

Army/Air force: std landing gear

Naval: wheel and folding tail

Light Attack Helicopter: Proposed gunship version.

Status

In pre-production.

Operators

NA.

Manufacturer

Hindustan Aeronautics Limited (HAL) India.



HAL Advanced Light Helicopter

(Jane's Information Group)

Specifications

Powerplant

Two Turbomeca Makila-2B

Power: 2000 shp (1492 kW)

Dimensions

Length: 42.81 ft (12.99 m)

Rotor diameter: 43.31 ft (13.2 m)

Height: 8.61 ft (2.63 m)

Weights

Empty: 5011 lb (2270 kg)

Max [W]: 11,023 lb (5000 kg)

Payload: underwing n/a

Performance

Cruising speed: 152 mph (245 km/h)

Range: 496.6 nm (900 km)

Armament

20 mm cannon; two-tube; low-flight rockets; four air-to-surface guided missiles; two air-to-air missiles; mine dispensers; dipping sonar; two homing torpedoes

Eurocopter Tiger (International)

Type: Attack helicopter

Accommodation: Pilot (front), weapons operator (rear) in tandem

Development/History

Intended to replace the Gazelle in French service and the BO 105 in German service, the Tiger has its origins in a memorandum of understanding signed by the two countries in 1984. After a protracted process, a development contract was signed in November 1992 and work began in earnest to produce five prototypes.

In the early years of the programme both France and Germany were keen supporters of the Tiger, but defence cutbacks in the 1990s have forced the delivery programme to be stretched out, with the first batch of 80 aircraft for each country not entering service until the next century (Germany in 2001 and France in 2003). Initially, Germany will receive only UH1 close support version, while the French are to receive 20 escort/close support and 10 anti-tank models. Production of the remaining aircraft will then last until 2025, with a total of 216 being built for France and 212 for Germany.

Anti-tank versions are armed with HOT or Tripod anti-tank missiles; a mast-mounted forward looking infra-red sight and air-to-air missiles are also optional. The assault/close support versions are armed with a turret-mounted 30 mm GAU cannon under the nose, air-to-air missiles and rocket pods.

Variants

HAP (Gefast): Initial German escort version.

HAP: French escort version.

HAC-200gpt: French anti-tank version.

PAH-2 Tiger: Initial German anti-tank version.



Eurocopter Tiger

(Eurocopter)

Specifications

Powerplant

Two MBB/Rolls-Royce/Turkmenica MTR 390 turbines

Power: 2320 shp (1746 kW)

Dimensions

Length: 45 ft 11 in (14 m)

Rotor diameter: 42 ft 2 in (13 m)

Height: 14 ft 2 in (4.3 m)

Weights

Empty: 7275 lb (3300 kg)

Max (TO): 12,707 lb (5700 kg)

Performance

Max speed: 174 mph (280 km/h)

Cruising: 2 hours 50 min

Armament

[HAP] Giat AVI-30781 30 mm cannon; Matra air-to-air missiles; 68 mm rockets; [PAH-200gpt] HOT 2/3 wire-guided anti-tank missiles; long-range target infra-red guided anti-tank missiles; AGM-114 laser-guided anti-tank missiles; Stinger or Mistral air-to-air missiles; machine gun pods

Eurocopter Tiger (International)

UHT: German multi-role close support version, originally designated UH1.

HCP: Export multi-role version, without roof-mounted sight.

U-Tiger: Export anti-tank version.

Status

In pre-production.

Operators

HL

Manufacturer

Eurocopter (France/Germany)



Eurocopter Tiger
(Eurocopter)

EH Industries EH.101 Merlin (International)

Type: Shipborne ASW helicopter/utility helicopter

Accommodation: Two pilots, observer, sonar operator

Development/History

This joint British-Italian collaborative programme began in 1979 to develop a Sea King replacement for both countries' navies. Funding was agreed in 1984 to proceed with building nine prototypes and subsequent development. The first prototype flew in the UK in 1987, and since then, the programme has led to the development of dedicated maritime, utility, airborne early warning and civil passenger versions. Current order books stand at 44 maritime versions for the British Royal Navy and 22 utility for the Royal Air Force as Merlins and Pumas replacement. Italy's Navy has ordered eight maritime, four airborne early warning and four utility versions.

Major orders were expected from Canada but the programme was cancelled in 1993 after a change of government. Export orders now being keenly sought from Canada (again), Portugal, Japan and the Middle East. The Merlin programme for the Royal Navy is unique because Westland – the airframe manufacturer – is not the prime contractor. Lockheed Martin is prime contractor, being responsible for integrating the complex anti-submarine sensor and weapon systems with the airframe.

Variants

Merlin HAS.1: Royal Navy maritime helicopter.

EH.101 ASW/MASW: Italian maritime helicopter.

EH.101 AW: Italian airborne early warning version.

EH.101 Utility: Italian naval transport version.

Merlin HC.3: RAF support helicopter.

Hefiliner: Civilian version.



EH Industries EH.101 Merlin

(GKN Westland)

Specifications (Basic Naval version)

Powerplant

Two Rolls-Royce Turbomeca RTM 322

turboshafts (UK): General Electric T700-GE-16A
(Italy)

Power: 6300 shp (3773 kW) - 5142 shp (3834 kW)

Weights

Empty: 15 700 lb (7121 kg)

Max TOW: 28 600 lb (13 000 kg)

Payload: 6598 lb (3000 kg)

Performance

Max speed: 150 mph (200 km/h)

Range: 625 nm (1155 km)

Armament

Mk 46, Sting Ray torpedoes; Sea Skua radar-guided anti-ship missiles; depth charges.



CH-148 Petrel: Proposed Canadian maritime version.

CH-149 Chimo: Proposed Canadian rescue version.

Cormorant: Proposed Canadian rescue version.

Status

In production.

Operators

Italy (navy), UK (Royal Air Force).

Manufacturer

Agusta (Italy) and Westland Helicopters/GKN Westland (UK).

Left

EH Industries EH.101 Merlin
(GKN Westland)

Right

EH Industries EH.101 Merlin
(GKN Westland)



NATO Helicopter Industries NH 90 (International)

Type: Multi-role medium-lift/maritime helicopter

Development/History

This multi-national project began in 1985 and originally involved five nations. However, Britain pulled out in 1997, leaving France, Germany, Italy and the Netherlands to continue building the NATO Frigate Helicopter (NH110) and tactical transport Helicopter (TH11). Full scale development began in 1992, and the first prototype flew in 1995. The second prototype equipped with fly-by-wire flight control systems flew in 1997.

Budget cutbacks in Western Europe have led to the programme being scaled down and delivery dates slipped. In mid-1997 the funding for the production delivery schedules was agreed. The Netherlands is taking 20 NH110 versions from 2003, Germany wants 205 tactical transports from 2003 and 31 TH11 from 2007, France has ordered 27 NH110s from 2003 and 103 TH11s from 2011, and Italy requires 60 NH110s and 143 TH11s from 2004. In total, 642 helicopters are on order, but few commentators expect the programme to survive future European defence budget cuts.

Variants

NH110: NATO Frigate Helicopter for shipborne anti-submarine and utility tasks.

TH11: Tactical Transport helicopter.

Status

In production.

Operators

None.

Accommodation: Two pilots, (NH110) three systems operators, (TH11) 20 troops



NH Industries NH 90

Specifications (For NH110)

Powerplant

Two Rolls-Royce Turbomeca/Paggio RTM 322-01/9 or General Electric/Mitsubishi T70-GE-401X turboshafts

Power: Respectively 4200 shp (3198 kW) or 4800 shp (3578 kW)

Weights

Empty: 14,741 lb (6420 kg)

Max T/O: 30,662 lb (14,000 kg)

Payload: 4409 lb (2000 kg)

Performance

Max speed: 186 mph (300 km/h)

Ferry range: 650 nm (1204 km)

Armament

Anti-submarine: torpedoes; anti-ship missiles; depth charges; 7.62 mm or 12.7 mm door gun

Dimensions

Length: 52 ft 10 in (16.11 m)

Rotor diameter: 53 ft 5 in (16.3 m)

Height: 13 ft 10 in (4.22 m)

Manufacturer

MH, with Eurocopter
(France/Germany), Agusta (Italy)
and Fokker (Netherlands).



Right:

NH Industries NH90
(Jeremy Flack/AFU)

Agusta A 109 (Italy)

Type: light helicopter (for A 109CM)

Accommodation: Two pilots, six passengers

Development/History

Agusta's stylish light helicopter first flew in 1970 and has sold well around the world since 1973. Armed military versions first entered service with the Italian Army in 1983, although Belgium is the only export customer for this model to date; more than 670 have been produced in all military and civil versions.

Variants

A 109: Initial production version.

A 109A Mk II: Civil version.

A 109C: 'Whale body' version with improved transmission.

A 109EO/M: Basic Italian army version.

A 109CM: Current production military version with sensor weapon improvements.

A 109EBA: Belgian Army version with Hellfire wire-guided anti-tank missiles.

A 109K: Improved transmission and longer nose for more payload.

A 109E2: Swiss export version.

A 109EM: Fixed undercarriage, with 550 kW (738 shp) Turbomeca Arriel (K) Powerplant for 'hot and high' operations.

A 109ES: Naval version.

A 109MAX: Medical evacuation version.

A 109G/GP: Coast guard version.

A 109 Power: Two Pratt & Whitney 2000 powerplants, each rated to 732 shp (546 kW).

Status

In production.



Italian army Agusta A 109

(Jeremy Black/PAU)

Specifications

Powerplant

Two Allison 250-C20B/T turboshafts

Power: 500 shp (600 kW)

Dimensions

Length: 35 ft 1 in (10.7 m)

Rotor diameter: 36 ft 1 in (11 m)

Height: 11 ft 5 in (3.5 m)

Weights

Empty: 3503 lb (1590 kg)

Max T/O: 5997 lb (2720 kg)

Payload: Underwing 2000 lb (907 kg)

Performance

Max speed: 150 mph (241 km/h)

Range: 420 nm (778 km)

Armament

TOW-2A wire-guided anti-tank missiles;
machine gun pods; free-fight rocket pods;
Stinger air-to-air missiles.

Operators

Argentina (navy/army), Belgium,
Italy (army), Malaysia, Peru
(army), Slovenia, UK (army),
Venezuela (army).

Manufacturer

Agusta (Italy).



Right

Agusta AT69 Mangusta
(Tim Ripley)

Agusta A 129 Mangusta (Italy)

Type: Light attack helicopter

Accommodation: Two pilots in tandem

Development/History

Italy's distinctive Mangusta (Mongoose) is the first custom-designed Western European attack helicopter to enter frontline service with a NATO country. With a track record in helicopter construction dating back to 1952, Agusta began working on the Mangusta in the mid-1970s in response to an Italian Army requirement for a specialist anti-armour helicopter.

US experiments with the Cobra and early versions of the Apache obviously influenced the design of the Mangusta, which made its first flight in 1983. Five prototypes were flying by 1986, with a delivery date scheduled for the end of 1987. However, the first production aircraft were not delivered until 1990, with 15 being subsequently produced per month. The delay in deliveries was due to funding problems with the Hughes/Evergreen/Saab Heli-TOW wire-mounted anti-tank missile system.

The initial Italian Army order for 60 aircraft has since been followed by plans to develop a multi-role search/light version. This variant boasts a chin-mounted turret armed either with 12.7 mm [0.50 in] or 13.2 mm [0.52 in] machine guns. If a new-build version is not adopted, then 20 of the original airframes may be converted. Despite the A129 seeing combat service with the Italian United Nations contingent in Somalia during 1993, export orders have not been forthcoming - it has lost out in British, Dutch, Malaysian and several Middle Eastern attack helicopter competitions.



Agusta A 129 Mangusta

(Tim Ripley)

Specifications

Powerplant

Two Rolls-Royce T804D turboshafts

Power: 1050 shp [783 kW]

Dimensions

Length: 49 ft 3 in [12.5 m]

Rotor diameter: 39 ft [11.9 m]

Height: 11 ft [3.3 m]

Weights

Empty: 5575 lb [2529 kg]

Max T/O: 9039 lb [4100 kg]

External warload: 2045 lb [1200 kg]

Performance

Max speed: 183 mph [294 km/h]

Endurance: 3 hours 5 minutes

Armament

Four hard points; HOT, TOW 2 or M1 wire-guided anti-tank missiles; Hellfire laser-guided anti-tank missile; AGM-65 Maverick; Stinger; Layher, Matra air-to-air missiles; machine gun pods; free-fight rocket pods; 20 mm flailing gun chin basket; or 12.7 mm [0.5 in] chin gun tested but not in service.

Variants

- A 129: Basic Italian Army anti-tank version.
- A 129 Semoz: Proposed reconnaissance version with mast-mounted sight and chin gun turret.
- A 129 International: Export version with two Lycoming T53-L-13C engines, five main rotor blades and improved escape systems.
- A 129 Shipborne: Proposed navalized version.
- A 129 Multi-Role: Proposed follow-on to current in-service version, similar in capability to International version, and armed with turret-mounted 20 mm Gatling gun.

Status

In production.

Operators

Italy (primary).

Manufacturer

Agusta (Italy).

Rights

Agusta A 129 Mangusta
(Tim Ripley)



Agusta-Bell AB 212 (Italy)

Type: shipborne anti-submarine helicopter

Development/History

This specialist anti-submarine version of the popular AB 212 aircraft has become the standard shipborne helicopter for many NATO navies. They are easily identified by the large radar booms above the cockpit and under the forward hull. A variety of surface surveillance radars have been installed, including MEL ABM-5255A, MWPS-205A or Fornari Scorpion. Beads, ANWQS-158F decking sonars have been fitted for anti-submarine work. All weapon carriage is external, with either a mix of anti-submarine torpedoes or anti-ship missiles. Iraqi and Iranian versions saw action during the 1990-91 Gulf War, while Italian, Greek, Spanish and Turkish versions were used to enforce UN sanctions against the former Yugoslavia.

Variants

AB 212 ASW: Basic version.

AB 212EW: Turkish electronic warfare version.

HA.10: Spanish designation.

Status

In production

Operators

Greece, Iran (navy), Italy (navy), Peru (navy), Spain (navy), Turkey (navy), Venezuela (navy).

Manufacturer

Agusta (Italy).

Accommodation: two pilots, sonar operator/radar operator, or seven passengers



Agusta-Bell AB 212ASW

(Tim Ripley)

Specifications (for AB 212 ASW)

Powerplant

one Pratt & Whitney PT6A-6 Turbo Twin Pac
Power: 1875 shp (1399 kW)

Max t/o: 11,176 lb (5070 kg)

Payload: 5000 lb (2270 kg)

Performance

Max speed: 172 mph (156 km/h)
Range: 360 nm (667 km)

Dimensions

Length: 42 ft 4 in (12.9 m)
Rotor diameter: 48 ft 2 in (14.7 m)
Height: 14 ft 10 in (4.5 m)

Weights

Empty: 7450 lb (3380 kg)

Armament

AS.12, Sea Killer 2, Sea Skua radar-guided anti-ship missiles; Mk 46, 48 or MU-65 torpedoes;
depth charges; machine guns.

Kawasaki OH-1 (Japan)

Type: Light attack and observation helicopter

Accommodation: Pilot, gunner/observer

Development/History

The first military helicopter developed entirely in Japan is intended to replace the OH-6 in Japanese Ground Self-Defence Force service in the early part of the next century. A mock-up was revealed in 1994, and the first prototype flew two years later. Similar in appearance to the Agusta A-129, but the OH-1 features a T-tail rotor and fifth-generation materials, sensors and weapon systems. The 1997 defense budget included funding for the first three production aircraft.

Variants

N/A

Status

In pre-production.

Operators

N/A

Manufacturer

Kawasaki and Fuji Heavy Industries (Japan).



Kawasaki OH-1

Specifications

Powerplant

Two MHI ST1-10 turboshafts

Power: 13.18 shp (1760 kW)

Max T/O: 7716 lb (3500 kg)

Payload: n/a

Dimensions

Length: 39 ft 4 in (12 m)

Rotor diameter: 37 ft 9 1/2 in (11.5 m)

Height: 12 ft 5 in (3.8 m)

Performance

Cruising speed: 151 mph (240 km/h)

Range: 124 mi (200 km)

Weights

Empty: n/a

Armament

Tobita Type 91 air-to-air missiles; anti-tank guided missiles; free-fall rockets; turret- and pod-mounted cannons/guns

PZL Swidnik W-3 Sokol (Poland)

Type: Medium-lift multi-purpose helicopter

Development/History

PZL Swidnik began to work on upgrading the old Mi-2 design during the 1970s, and the result of that work, the W-3, began test flying in 1979. Production began in 1985, and it has since entered service with the Polish armed forces.

Development to field arrested versions is underway, with the help of South Africa and Israel, to improve the export potential of the helicopter by giving customers western and eastern weapons options.

Variants

W-3 Sokol: Standard civil and military version.

W-3T Tuszka: Stretched version with up-rated engine to 740shp (550kW) and capacity for 14 passengers.

W-3M Arakonka: Polish Navy search and rescue version.

W-3U Satarszadra: Gunship version.

W-3U-1 Alligator: Proposed anti-submarine version.

W-3W: Low cost armed version for Poland.

W-3MV: Proposed naval strike version.

W-3Ac: Improved avionics version for western markets.

W-3M: An W-3 with flotation bags.

W-3WB Hajar: Armed version upgraded with assistance from South Africa's Denel using the Rosvorkov weapons system.

W-3 Salam: VIP transport.

W-3 EW: Proposed electronic warfare version.

W-3 MS/MW: Proposed gunship version with tandem cockpit.

SW-3: Proposed specification with Pratt & Whitney PW207B turboshafts.

Accommodation: Two pilots, 12 passengers

Specifications (for Sokol)

Powerplant

Two WSK-PZL Rzecznik PZL-10W turboshafts

Power: 1000 shp (743 kW)

Dimensions

Length: 46 ft 7 in (14.2 m)

Rotor diameter: 51 ft 6 in (15.7 m)

Height: 13 ft 6 in (4.12 m)

Weights

Empty: 7275 lb (3299 kg)

Max T/O: 14,110 lb (6400 kg)

Payload: 4000 lb (2000 kg)

Performance

Max speed: 158 mph (255 km/h)

Range: 681 nm (761 km)

Armament

W-3U twice 23 mm (2M-23) cannon pod; 20 mm cannon in nose turret; ZU-23Grot and Helfire laser-guided missiles; M4714 Shurik (M-6 Spike) radio- and laser beam-guided anti-tank missiles; 9M3GM Strela (SA-7 Grail) air-to-air missiles; free-fall rockets; mine dispensers

Status

In production.

Operators

Czech Republic, Poland (Army/Hungarian forces), Myanmar.

Manufacturer

PZL Swidnik (Poland).

PZL Swidnik W-3 Sokol
(Tim Ryley)



Kamov Ka-25 (Russia) NATO reporting name 'Hormone'

Type: Shipborne anti-submarine helicopter

Accommodation: Two pilots, [optional] 12 passengers

Development/History

Some 460 Ka-25s were built for service aboard Soviet Navy ships from 1966. It has now been withdrawn from Russian Navy service, but a few are operational elsewhere.

Variants

Ka-25PL: Basic version.

Ka-25P: Proposed land-based attack helicopter.

Ka-25B 'Hormone-A': Original ASW version with search radar, MDO sensor, dipping sonar and torpedo launcher.

Ka-25B 'Hormone-B': Specialist version to provide target acquisition mid-course guidance for submarine- and ship-launched cruise missiles. Partially retractable undercarriage.

Ka-25T, II, IV: Missile tracking version.

Ka-25PS 'Hormone-C': Specialist search and rescue version, without anti-submarine warfare equipment.

Ka-25Bsh: Mine warfare version.

Ka-25K: Prototype flying crane.

Status

No longer in production.

Operators

India (now), Russia (now), Syria (now), Vietnam, Yugoslavia (now).

Manufacturer

Kamov Aviation (Bashkortostan/Russia) and Ulan-Ude (Russia) to Kamov OKB (Russia) design.



Ka-25B 'Hormone-A' on the tarmac

Janusz

Specifications (for Ka-25Bsh)

Powerplant

Two Mias GTO-5F turboshafts

Power: 1276 shp (924 kW)

Weights

Empty: 19 505 lb (8878 kg)

Max T/O: 35 873 lb (16200 kg)

Dimensions

Length: 32 ft 9 in (9.9 m)

Rotor diameter: 51 ft 3 in (15.6 m)

Height: 12 ft 7 in (3.8 m)

Performance

Max speed: 130 mph (208 km/h)

Range: 251 nm (460 km) with external tanks

Armament

Anti-submarine torpedoes; depth charges

Kamov Ka-27/28/32 (Russia) NATO reporting name 'Helix'

Type: Shipborne anti-submarine helicopter

Development/History

The Ka-27 series has a larger fuselage than the Ka-25. The first prototype flew in 1978 and it entered frontline service with the Soviet Navy in the early 1980s. Its robust design and rugged construction have proven popular with crews.

Variants

Ka-27PL 'Helix-A': Basic version for Soviet Navy, also known as Ka-25PL.

Ka-27PS 'Helix-B': Naval search and rescue version.

Ka-27PV: Armed version of PS.

Ka-28 'Helix-C': Export version of PL.

Ka-32 'Helix-C': Civil utility and rescue version, with upgraded avionics and search radar.

Ka-32T 'Helix-C': Civil utility version.

Ka-32K: Civil Flying Crane.

Ka-32T: Civil utility version.

Ka-32A1: Fire fighting version.

Ka-32R: Civil version.

Status

In production.

Operators

India (navy), Russia (navy), Vietnam, Yugoslavia (navy).

Manufacturer

Kamov Aviation (Barrikonovsk/Russia) is Kamov OJSC (Russia) design.

Accommodation: two pilots, systems operator



Kamov Ka-28 'Helix'

(Tim Ripley)

Specifications (Ka-28)

Powerplant

Two Klimov TV3-117V turboshafts

Power: 4,060 shp (3,020 kW)

Dimensions

Length: 37 ft 1 in (11.3 m)

Rotor diameter: 52 ft 2 in (15.9 m)

Height: 17 ft 8 in (5.4 m)

Weights

Empty: 14,339 lb (6,500 kg)

Max T/O: 24,250 lb (11,000 kg)

Payload: 11,023 lb (5,000 kg)

Performance

Max speed: 168 mph (270 km/h)

Range: 432 nm (800 km)

Armament

Anti-submarine torpedoes; depth charges

Kamov Ka-29 (Russia) NATO reporting name 'Helix-B'

Type: Assault helicopter

Accommodation: Two pilots, 16 troops

Development/History

Capitalizing on the success of the Ka-27 family, Kamov fielded this specialist assault helicopter version in the late 1980s. It was designed to operate off the Soviet Navy's amphibious landing ships, and is considered to be the 'youthful Mi-24', combining firepower with a troop carrying capability.

Variants

Ka-29B: 'Helix-B'; basic assault/transport version, also known as Ka-292TB.

Ka-29R: airborne early warning and surface surveillance version, redesignated Ka-31.

Ka-29E: prototype anti-submarine version based on Ka-29 airframe.

Status

In production.

Operators

Russia (navy).

Manufacturer

Kamov Aviacon (Russia/Armenia/United to Kamov OJSC)
Initial design.



Kamov Ka-29

(Russoverwaltung)

Specifications

Powerplant

Two Klimov TV3-117V turboshafts

Power: 4380 shp (3268 kW)

Dimensions

Length: 37 ft 1 in (11.3 m)

Rotor diameter: 52 ft 2 in (15.9 m)

Height: 17 ft 8 in (5.4 m)

Weights

Empty: 12,120 lb (5500 kg)

Max T/O: 27,775 lb (12,600 kg)

Payload: 8,818 lb (4000 kg)

Performance

Max speed: 174 mph (280 km/h)

Range: 249 nm (460 km)

Armament

Two 7.62 mm Gatling type machine guns in doors; four hard points; 9M114 Shturm (AT-6) Smart radio- and laser-guided anti-tank missiles; free-fall rockets; 23 mm or 30 mm gun pods.

Kamov Ka-50/52 (Russia) NATO reporting name 'Hokum'

Type: Attack helicopter Accommodation: One pilot

Development/History

The Kamov OKB has had an interest in attack helicopters since the mid-1980s, when its design lost out to the Mil OKB's Mi-24 in the contest for the Soviet army's battlefield assault helicopter. Kamov resumed work in the 1990s, again with Mil as a rival, to fulfil a requirement for the Mi-24 replacement.

The Kamov Ka-50 first flew in 1982, and won the contest against the Mil's Mi-28 design due to its better ergonomics, heavier armour and firepower. However, the military establishment remained sceptical about the Ka-50's single-seat concept, so work continued on the two-seat Mi-28. First unveiled in public in 1992, the Ka-50 is now being offered for export as the 'Werewolf' or 'Helicopter Soldier', although it has also been called the 'Black Shark' in pressurised material.

The collapse of the Russian defence budget in recent years has left Russian army aviation in limbo; neither the Ka-50 nor Mi-28 have entered frontline service, although 12 production versions of the Ka-50 have been completed and work continues on new versions, with a night-attack and two-seater variant flying in prototype form.

The Ka-50 design is revolutionary, with the coaxial rotor allowing the traditional tail rotor to be dispensed with. Beating for a single-seat design, Kamov OKB had to incorporate a significant number of automation devices, such as helmet-mounted sight, head-up displays and computer navigation devices. Defensive equipment includes self-sealing fuel tanks and armoured engines. The pilot has an ejection seat, which



Kamov Ka-50/52 'Werewolf'

(Tim Ripley)

Specifications (for Ka 50)

Powerplant

Two Klimov TV3-117VK turboshafts

Power: 4300 shp (3206 kW)

Performance

Max speed: 193 mph (310 km/h)

Endurance: four hours with auxiliary tanks

Dimensions

Length: 52 ft 6 in (16 m)

Rotor diameter: 47 ft 2 in (14.5 m)

Height: 16 ft 2 in (4.9 m)

Armament

One 30 mm 2A42 cannon; BM120 Virts-M (K-16)

heat-seeking guided anti-tank missiles;

9M114 Shrike (AT-6 Spiral) radio- and laser-guided anti-tank missiles; Kh-25MP (AS-12

Kegler) air-to-surface missile; free-fight rocket pods; 23 mm and 30mm gun pods; R-60M (AA-8 Archer) or R-73 (AA-11 Archer) heat-seeking air-to-air guided missiles

Weights

Empty: n/a

Max T/O: 23,610 lb (10,800 kg)

Warload: 6610 lb (3000 kg)



first triggers an explosive device to blow off the rotor blades prior to flying the pilot safely away from the fuselage.

Variants

V80: initial prototype.

Ka-50 Werewolf/Black Shark/Helicopter Soldier

(unofficially 'Hokum-A') M-80Sh1: basic single-seat version.

Ka-52 Alligator (unofficially 'Hokum-B') M-80Sh2: two-seat version.

Status

In limited production.

Kamov Ka-50/52 Werewolf

(Tim Ripley)

Operators

Russia (army).

Manufacturer

Progress Aviaexport Aviation Co (Russia) to Kamov OKB

(Russia) design.

Mil Mi-2 (Russia/Poland) NATO reporting name 'Hoplite'

Type: Light helicopter

Accommodation: One or two pilots, eight passengers

Development/History

Under Warsaw Pact centralized defence plans, the PZL-Swidnik plant was nominated as the sole production site for the Mil CHB Mi-2 design. The first Polish-built Mi-2 flew in 1965, and more than 3200 were built up until production ceased in 1991. The light utility helicopter saw extensive service with Soviet and Warsaw Pact armed forces, including combat operations in Afghanistan and other trouble spots. Civil versions have been licence produced in the USA.

Variants

Mi-2T: Unarmed utility/transport version.

Mi-2P: Dual control trainer.

Mi-2R: Agricultural crop sprayer.

Mi-2S: Medical evacuation version.

Mi-2AS: Armed version with 23 mm cannon pod and cabin machine guns.

Mi-2ASV Salamander: Armed reconnaissance version with 23 mm cannon and free-fight rocket pods.

Mi-2ATP Aspasia: Anti-tank version with Malyutka guided missiles.

Mi-2ASPG: up-gunned version with 8M32 Strela 2.

Mi-2C Chelka: Chemical and nuclear survey and smoke layer.

Mi-2B: Upgraded version with improved electronics for export to Middle East.

Mi-2RM: naval rescue version.

Mi-2Re: Reconnaissance version.

Mi-2PS: Chemical reconnaissance version.

Mi-2Sc: Dual control trainer.



(Tim Ripley)

Specifications (for Mi-2T)

Powerplant

Two Clinton GTD-150 turboshafts

Power: 600 shp (500 kW)

Payload: 1763 lb (800 kg)

Performance

Max speed: 134 mph (200 km/h)

Range: 233 nm (440 km)

Dimensions

Length: 37 ft 4 in (11.4 m)

Rotor diameter: 47 ft 6 in (14.5 m)

Height: 12 ft 3 in (3.7 m)

Armament

Free-fight rockets; gun and cannon pods; 9M14M Malyutka (AT-3 Sagger) wire-guided anti-tank missiles; 8M32 Strela 2 (SA-7 Gad) air-to-air missiles

Weights

Empty: 5295 lb (2400 kg)

Max T/O: 8167 lb (3700 kg)



MI-2FM: Survey version.

MI-2D: Airborne command post.

MI-2 Platni: Mine-laying version.

Umi-2: Reconnaissance trainer.

Variant S1: East German aeroreconnaissance version.

Variant S2: East German maritime version.

Variant MR: East German version.

Kamuflytka Blank: Version with Alfaero 250-C20B turboshaft, also known as Kania Model 1.

Spitfire Rovers: US-built version.

Status

Production suspended.

Operators

Bulgaria (air force), Czech Republic, Estonia, Ghana, Guinea Republic, Iraq, Latvia, Libya, Lithuania, Nicaragua, Poland (army/air force), Romania (air force), Russia (air/ground force), Slovakia, Syria (air force), Ukraine, USA (Army).

Manufacturer

PZL-Swidnik (Poland) and Spitfire Helicopter Company (USA) to a MI-2KB (Polaris) design.

Left

*Mil Mi-2 'Hoplite'
(Tim Ripley)*

Right

*Mil Mi-2 'Hoplite'
(Tim Ripley)*

Mil Mi-2 (Russia/Poland) NATO reporting name 'Hiplite'



Mil Mi-6 (Russia) NATO reporting name 'Hook'

Type: Heavy-lift helicopter Accommodation: Two pilots, flight engineer, navigator, radio operator, 65-75 troops, 41 stretchers

Development/History

Mi-6 giant heavy-lift helicopter made its first flight in 1957, and quickly set new standards in load carrying capacity. The largest helicopter of its generation, the Mi-6 saw widespread service with the Soviet army in Europe and Afghanistan.

Variants

Mi-6 'Hook-A': Basic version.

Mi-1P: Civilian passenger version.

Mi-1G: Military utility version.

Mi-1W/R/Ra 'Hook-B': Command/EW version.

Mi-1R/Ra 'Hook-C': Command type also called Mi-22.

Mi-0PS: Military rescue version.

Mi-EPZh/PZhC: Fire fighting version.

Mi-0Sc: Medical evacuation version.

Mi-0Sp: Convertible version.

Mi-0EE: Fuel transporter.

Status

No longer in production.

Operators

Nigeria, Egypt, Ethiopia, Iraq, Iran, Peru (Army/air force), Poland (air force), Russia (army), Syria (air force), Vietnam.

Manufacturer

Revertivel (Factory 160) (Russia) and Factory No 23 (Russia) to Mi-06 (Russia) design.



Mil Mi-6 'Hook'

(Tim Ripley)

Specifications (for Mi-6T)

Powerplant

Two Aviadvigatel (Klimov) D-20VMT turboshafts

Power: 10 850 shp (8000 kW)

Weights

Empty: 69 065 lb (31 240 kg)

Max TOW: 84 657 lb (38 400 kg)

Payload: 26 459 lb (12 000 kg)

Dimensions

Length: 80 ft 10 in (24.2 m)

Rotor diameter: 114 ft 10 in (35 m)

Height: 32 ft 4 in (9.86 m)

Performance

Max speed: 165 mph (260 km/h)

Range: 540 miles (1000 km)

MIL MI-8/17 (Russia) NATO reporting name 'Hip'

Type: Medium-lift helicopter

Accommodation: Two pilots, optional flight engineers, 24 troops, 12 stretchers

Development/History

The Mi-8 was the work horse of both the Soviet Union's armed forces and their Communist Bloc allies from the mid-1960s. Since the demise of the Soviet Union, the lower cost of the design, and its low price, has enabled it to carve a major niche for itself in the world helicopter market. Although lacking the avionics of western machines, the glass-nosed Mi-8 combines a useful carrying capacity with the performance to allow it to operate in the most extreme climatic regions.

The Mi-8 first flew in 1961, and has been continually upgraded throughout its long production life. The most significant improvement was the fitting of the up-engined Mi-8MTV version, which was designated Mi-17 for export customers - this version proved its worth in the 'hot and high' conditions experienced during the 1979-89 Afghan war. The bloody conflicts on the fringes of the old Soviet empire and in the former Yugoslavia have seen the Mi-8 employed extensively in European war zones since 1991. The United Nations has also hired numerous Mi-8s to support its peace-keeping and humanitarian operations. To date, some 13,000 have been built for home and more than 60 export customers.

Variants

Mi-8 'Hip-A': Single engined prototype.

Mi-8 'Hip-B': Twin-engined prototype powered by Klimov TV2 turboshafts.

Mi-8T 'Hip-C': Standard production version, powered by two Klimov engines, each rated to 1288 kW (1,800 shp). Capable



MIL MI-8TV 'Hip-H' on UN duty in Croatia

(Tim Ripley)

Specifications (for Mi-8MT)

Powerplant

Two Klimov TV3-117MT turboshafts

Power: 3846 shp (2888 kW)

Dimensions

Length: 59 ft 7 in (18.17 m)

Rotor diameter: 69 ft 10 in (21.3 m)

Height: 18 ft 6 in (5.65 m)

Weights

Empty: 14,900 lb (6,769 kg)

Max TOW: 29,455 lb (12,900 kg)

Payload: 16,200 lb (7,300 kg)

Performance

Max speed: 156 mph (250 km/h)

Range: 510 nm (960 km) with auxiliary tanks

Armament

Door-mounted 12.7 mm machine gun; 9M117 Falanga (9K-2 Shatyr) and 9M114 Malyutka (AT-3 Saget) wire-guided anti-tank missiles;

9M114 Shatyr V (AT-6 Svirat) radio- and laser-guided anti-tank missiles; 9M120 Volya (AT-12) laser beam riding guided anti-tank missile; 9M82 Igla V (SA-18 Griso) air-to-air missile; free-fight rocket pods

of being armed with free-fight rocket pods. All fit later Ube-built versions.

Mi-8PS: Passenger and VIP transport version, also known as Mi-8IP, S or P.

Mi-8TP: Airborne liaison and command version.

Mi-8MT/TV: Russian military designation for up-engined version with TV3-117MA turboshafts. When minor equipment changes, later Ube-built version known as Mi-8M/TV-17. Mi-8 MT/MTV-1/2/3 are conversions to Mi-17 standard with port tail rotor.

Mi-8MTV: TV3-117MA powered version, with pressurized cabin.

Mi-8T/TV 'Hip-E': Armed version with 12.7 mm machine gun in nose and pod-mounted Falanga missiles.

Mi-8BK 'Hip-F': Armed export version with six launch rails for Matysatka missiles.

Mi-8EI: Air accident investigation version.

Mi-8RK: Reconnaissance/artillery spotting version.

Mi-8MP: Search and rescue version.

Mi-8ZPU or VTC: Airborne radio or command post version.

Mi-8PS 'Hip-D': Airborne command post version.

Mi-8PS: Hot in high desert version.

Mi-8MPPU/PU 'Hip-G': Airborne command post and radio relay version.

Mi-8SMV 'Hip-J': Communications jammers (ELINT version).

Mi-8PPA 'Hip-K': Export electronic warfare version.

Mi-8PD: Polish airborne command post version.

Mi-8MA: Arctic polar exploration version.

Mi-8ME: Military ambulance version, also known as Mi-8 sanitarnik.



MIL MI-8TV 'Hip-H' of the Ukrainian Army Aviation on UN duty in Croatia (Tom Ripley)



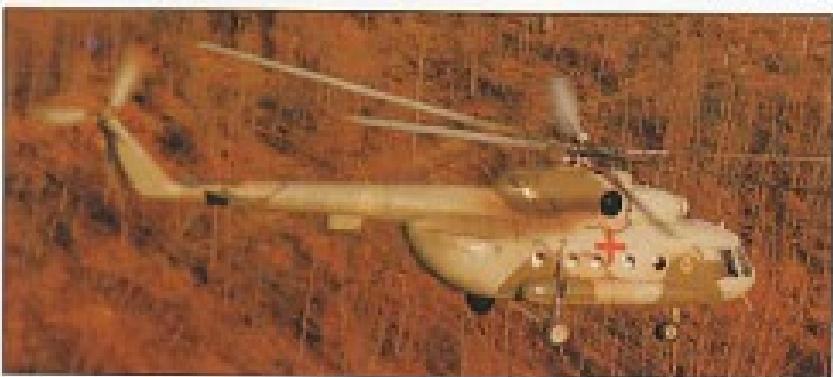
Mil Mi-8/17 'Hip-H' of Iraqi Air Force

(Tom Ryley)



Mil Mi-17M 'Hip-H'

(Tim Ripley)



**Mil Mi-8T 'Hip-C' of Croat Air Force
seen over Bosnia**

(Tim Ripley)

Mi-8TQ: Liquid-methane fuel version, with external tanks.
Mi-8AMTSh: Night attack and combat rescue version with Shkval and Vinka guided missiles.

Mi-17 'Hip-H': Export designation for up-engined Mi-8MT(V)W/M version with TVO-117M engines.

Mi-17P(M)G(W) 'Hip-H(W)': Export radar jamming version with large fairings for antennas on either side of fuselage. Russian versions designated Mi-8MTSh/M1PS/M1Q/W/M1P/M1PM/H/M1W/H(W)/M1P.

Mi-17Z-2: Czech electronic warfare version.

Mi-17WB: Export version, with TVO-117M engines, new clamshell rear cargo doors and loading ramp.

Mi-17B: Export version with new avionics.

Mi-17-1M: High altitude operations version with TVO-117VM engines.

MK-20: Proposed Korean-built Mi-17-1 version.

Mi-17-M: Military transport and gunship version, with TVO-117VM engines.

Mi-17-TVH: Flying hospital version.

Mi-172 (Mi-17WAN): Export version to Mi-8 MTV-3 standard.

Mi-17P: export passenger version.

Mi-18: Re-used designation for original prototype; new cargo version.

Mi-19: Similar to Mi-9 airborne command post.

Status

In production

Operators

Afghanistan, Algeria, Angola, Armenia, Azerbaijan, Bangladesh, Belarus, Bosnia-Herzegovina, Burkina Faso, Bulgaria (air force), Cambodia, China, Colombia, Costa Rica, Cuba, Czech Republic, Executive Outcomes (South Africa), Egypt, Eritrea, Ethiopia, Finland, Germany (army), Hungary, India (air force), Indonesia (air force), Iraq, Kazakhstan, Laos, Libya (air force), Lithuania, Macedonia, Mali, Moldova, Mongolia, Mozambique, Mexico (army), Nicaragua, North Korea, Pakistan (army), Peru (army/air force), Poland (army/air force), Serbia/Bosnia (Bosnia), Romania (air force), Russia (army/air force), Serbia (Serbia), Slovakia, Sri Lanka, Sudan, Syria (air force), Tajikistan, Turkey (army), Uzbekistan, Ukraine (army/air force), Venezuela, Vietnam, Yemen, Yugoslavia (air force), Zambia, Georgia, USA (army), United Nations.

Manufacturer

Kazan Helicopter Plant (Tatarstan), Mil Moscow Helicopter Plant (Russia), Progress Aviaexport Aviation Co (Russia), Ulan-Ude Aviation Plant (Russia), Beriev (Korol'ev OKB Mil (Russia) design).



Mil Mi-8 AMTSh

(Tim Ripley)



Mil Mi-8/17MD

(Tim Ripley)

Mil Mi-14 (Russia) NATO reporting name 'Haze'

Type: Land-based ASW helicopter

Accommodation: Two pilots, sonar operator

Development/History

The Mi-14 is an amphibious version of the Mi-8 developed for the Soviet Navy as a shore-based ASW and rescue helicopter. The first prototypes flew in 1972, and it has since been exported to a number of pro-Soviet states.

Variants

Mi-14: Prototype.

Mi-14PL 'Haze-A': ASW version with dipping sonar, search radar, retractable search radar and sonobuoy dispensers. The IvS-117 engine, rated to 1617 kW (1900 shp), was adopted during the later stages of production.

Mi-14PLM: Later version with better engines and systems.

Mi-14BT 'Haze-B': Mine-sweeper version produced.

Mi-14PS 'Haze-C': Search and rescue version, with nose search light and anti-submarine gear removed.

Mi-14PK 'Haze-A': Polish rescue training version.

Mi-14 Eliminat: Mi-14 converted to fire bomber.

Status

No longer in production.

Operators

Bulgaria (navy), Cuba, Ethiopia, Libya (navy), North Korea, Poland (navy), Romania (navy), Russia (navy), Syria (navy), USA (Army), Yugoslavia (navy).

Manufacturer

Kazan Helicopter Plant (Tatarstan) to Mil OCS (Russia)



Mil Mi-14PS 'Haze-C'

(Polish Mod)

Specifications (for Mi-14PL)

Powerplant

Two Ivchenko IvS-117M turboshafts

Power: 2400 shp (2506 kW)

Max T/O: 30 865 lb (14 000 kg)

Payload: n/a

Performance

Max speed: 140 mph (230 km/h)

Range: 612 nm (1125 km)

Dimensions

Length: 63 ft 3 in (18.4 m)

Rotor diameter: 89 ft 10 in (27.3 m)

Height: 22 ft 9 in (6.9 m)

Weights

Empty: 25 000 lb (11 750 kg)

Armament

Anti-submarine torpedoes; depth charges; four machine guns

Mil Mi-24 (Russia) NATO reporting name 'Hind'

Type: Attack/assault helicopter

Accommodation: Pilot (rear), weapons operator (front), optional flight engineer, eight troops

Development/History

This distinctive Soviet assault helicopter was developed by Mil OKB in response to American experience in Vietnam. Sometimes called a 'flying tank' because it was the first attack helicopter to feature heavy armour and be armed with a large calibre cannon, in Soviet/Russian service it is nicknamed the 'hunchback'.

The first prototype made its maiden flight in 1970, but this version boasted a full glass, or 'green house', cockpit, rather than the more-familiar tandem layout of later models. In 1974 the first production versions were spotted operating with Soviet troops in East Germany, and they were soon in widespread service throughout Eastern Europe.

The invasion of Afghanistan in 1979 gave the Mi-24 its first combat experience, and Soviet pilots soon came to value its heavy armoured protection. Only the arrival of US-made Stinger missiles in the hands of Mujahideen rebels threatened Soviet air supremacy, so a crash programme to fit defensive systems to the Mi-24 was begun.

With the fall of the Soviet Union, the Mi-24 has seen extensive service in the wars in the Caucasus – Russian Army Aviation used them to spearhead their invasion of Chechnya in 1994. Budget cuts mean Russian plans to replace the Mi-24 have yet to come to fruition, so it will have to soldier on for many years to come. To boost the Mi-24's appeal to export customers, western avionics and avionics have been integrated into the latest new-build versions.

Variants

V-24A/B; Mi-24P; Pre-production version, with IV-2-3117



Mil Mi-24K 'Hind-GJ' of the Ukrainian Army Aviation

(Tim Ripley)

Specifications (for Mi-24P)

Powerplant

Two Klimov TVO-117 series II turboshafts
Power: 4380 shp (3266 kW)

Performance

Max speed: 200 mph (322 km/h)
Range: 540 nm (620 km) with auxiliary tanks

Dimensions

Length: 57 ft 8.5 in (17.5 m)
Rotor diameter: 59 ft 9 in (18.2 m)
Height: 13 ft (3.97 m)

Armament

12.7 mm Gatling type gun or twin 23 mm cannon in nose; 9M117 Fagot (AT-2 Shatyor) wire-guided anti-tank missile; 9M114 Shturm (AT-6 Spiral) radio- and laser-guided anti-tank missile; 9M136 Vinka (AT-16) laser anti-tank guided missile; 9M38 Igla-V (SA-18 Ground) and 9A 2200 air-to-air missiles; free-fight rocket pods; 25 mm or 12.7 mm gun pods; twin 30 mm Gsh-30-2 cannons; 30 mm grenade launcher; bombs; chemical weapons; mine dispensers.

Mil Mi-24 (Russia) NATO reporting name 'Hind'



engines, rated to 1,700 shp.

MI-24A/B 'Hind-C': Original production version with 'green house' front cabin, starboard tail rotor, TV-3-117 engines and Falanga missiles.

MI-24U 'Hind-C': Unarmed training version of 'Hind-C'.

MI-24D 'Hind-D': First version to have tandem cockpit, 12.7 mm cannon and Falanga missiles.

MI-24DU: Dual-control trainer with turret deleted.

MI-25: Export version of MI-24D.

MI-24V 'Hind-E': Introduced radio-command-guided Shturm missiles. Powered by TV-3-117VA engines. Known as MI-24V in Polish service. Export version MI-35.

MI-24P 'Hind-F': Version of MI-24D armed with half-mounted twin 30 mm cannon. MI-35P export version.

MI-24VP: MI-24V with twin 23 mm cannon in nose turret.

MI-35MP: Export version.

MI-24B, BI, BKh (Pch) or BOR 'Hind-G': Chemical and nuclear surveillance/sampling version.

MI-24K 'Hind-D-2': Artillery fire correction version.

MI-24MM: Night attack version with western sensor, avionics and new Mi-28-style titanium rotor head.

MI-25U: Unarmed export trainer.

MI-24PS: Police/pure-military version.

MI-24E: Environmental research version.

Left: MI-24V 'Hind-E'

(Tim Ripley)

Right: MI-24V 'Hind-E'

(Tim Ripley)



Mil Mi-24 (Russia) NATO reporting name "Hind"



Status

In production.

Operators

Afghanistan, Algeria, Angola, Armenia, Azerbaijan, Belarus, Bulgaria (air force), Cambodia, Croatia, Czech Republic, Democratic Republic of Congo, Ethiopia, Finland, Hungary, India (air force), Iraq, Kazakhstan, Laos, Libya (air force), Mongolia, Mozambique, Peru (air force), Poland, Israel, Russia (army), Rwanda, Sierra Leone, Slovakia, Sri Lanka, Sudan, Syria (air force), Tajikistan, Uzbekistan, Ukraine (army), Vietnam, Yemen, Georgia, USA (army).

Manufacturer

Rostvertol (Russia) and Progress Aviaexport Aviation Co (Russia) to Mil OKB (Russia) design.

Left: MIL MI-24W 'Hind-E' of the Polish Air Force

(Tim Ripley)

Right: MIL MI-35

(Tim Ripley)



Mil Mi-26 (Russia) NATO reporting name 'Halo'

Type: Heavy-lift helicopter

Accommodation: Two pilots, flight engineer, navigator, 80 troops, 60 stretchers

Development/History

Designed to replace the Mi-6, the Mi-26 is the most powerful helicopter in the world. It has a cargo carrying capacity equivalent to that of the C-130 transport aircraft. First flown in 1977, the Mi-26 entered Soviet Army Aviation service in 1985. The UN has chartered a number to support operations in Somalia and the former Yugoslavia.

Variants

Mi-26: Basic version.

Mi-26U: Civil version with D-136 engines.

Mi-26MS: Flying hospital version.

Mi-26M: Planned upgrade.

Mi-26Z: Tanker.

Mi-26U: Upgraded version with D-137 engines.

Mi-26P: Proposed 70-seat passenger version.

Mi-26TS: Export version.

Mi-26h: Upgraded navigation systems.

Mi-26hC: Wide-bodied version with D-136 engines.

Status

In production.

Operators

India (army), Peru, Russia (army, Ukraine (army), United Nations.

Manufacturer

Rosvertol (Russia) to Mil OKB (Russia) design.



Mil Mi-26 'Halo'

(Tim Ripley)

Specifications (for Mi-26)

Powerplant

Two ZMKB Progress D-136 free-turbine turboshafts.

Power: 22172 shp (16634 kW)

Weights

Empty: 62,170 lb (28,200 kg)

Max T/O: 123,450 lb (56,000 kg)

Payload: 44,090 lb (20,000 kg)

Dimensions

Length: 110 ft 8 in (33.7 m)

Rotor diameter: 105 ft (32 m)

Height: 26 ft 8 in (8.2 m)

Performance

Max speed: 183 mph (295 km/h)

Range: 402 nm (760 km)

Mil Mi-28 (Russia) NATO reporting name 'Havoc'

Type: Attack helicopter

Accommodation: Pilot (rear) and gunner (front)

Development/History

Superficially similar in appearance to the American Apache, the Mi-28 made its first flight in 1983. Since the aircraft lost the Soviet Army Aviation attack helicopter contract to the Ka-52, the Mi-28 has had a troubled history. The Russian Army Aviation has reportedly been persuaded to place an order for the aircraft, but funding difficulties have so far prevented series production taking place. The aircraft has been undergoing almost continuous development for over 15 years to allow it to fly armed attack missions at very low altitudes. Latest versions on display at western airshows include state-of-the-art night vision sensors and mast-mounted sights.

Variants

Mi-28: Basic version.

Mi-28N: Night attack version with improved sensors and mast-mounted sight.

Status

In low rate production.

Operators

Russia (Army).

Manufacturers

Reverted (initially to a Mil OKB design,



Mil Mi-28N 'Havoc' with rotor mounted sight

(Tim Ripley)

Specifications (for Mi-28)

Powerplant

Two Klimov Tr-117M turboshafts

Power: 4,800 shp (3,600 kW)

Performance

Max speed: 186 mph (300 km/h)

Range: 240 nm (460 km)

Dimensions

Length: 56 ft 3 in (16.65 m)

Rotor diameter: 56 ft 5 in (17.2 m)

Height: 15 ft 9 in (4.82 m)

Armament

One 3A42 30 mm nose-mounted cannon; 9M83 Igla V (SA-18 Grison) and 9A-220V air-to-air missiles; 9M114 Shturm (PL-0 Sparv) anti-tank guided missiles; 9M120 Valky-M (AT-16) laser beam riding guided anti-tank missiles; free-flight rockets

Weights

Empty: 15,432 lb (7,000 kg)

Max T/O: 25,353 lb (11,500 kg)

Warload: 4,000 lb (1,814 kg)

Mil Mi-34 (Russia) NATO reporting name 'Hermit'

Type: Light utility helicopter

Accommodation: Two pilots, two passengers

Development/History

Designed as a light utility, observation, training and liaison helicopter for military, police, border guard and civil use, the Mi-34 made its maiden flight in 1985. It was the first Soviet helicopter to be capable of executing a loop or roll.

Production began in 1989, but funding problems slowed deliveries after six had been built. In 1990 production resumed after a corporate restructuring.

Variants

Mi-34: Basic version.

Mi-34v or VA2: Twin-engined version, fitted with V82-450 twin rotary engines, each rated to 162 kW (222 shp).

Status

In production.

Operators

Russia (air force/army).

Manufacturer

Progress Aviaetsyev Aviation Co (Russia) and VMZ Motor Car Works (Russia) to Mil OKB (Russia) design.



Mi-34

(Mil/T4337)

Specifications (for Mi-34)

Powerplant

VIMK3 (Moldavian) M-14V-26 air-cooled radial eng. rev.

Power: 320 shp (239 kW)

Weights

Empty: n/a

Max T/O: 2970 lb (1350 kg)

Dimensions

Length: 38 ft 7 in (11.71 m)

Rotor diameter: 32 ft 9 in (10 m)

Height: 10 ft 1 in (3.2 m)

Performance

Cruising speed: 112 mph (180 km/h)

Range: 224 nm (360 km)

MIL Mi-38 (Russia)

Type: Medium lift helicopter

Accommodation: Two pilots, 32 passengers

Development/History

Conceived as the replacement for the Mi-8/17 in the medium transport roles, the Mi-38 programme has not really got beyond the prototype stage because of lack of funding. Development began back in the mid-1980s, and a maiden flight was expected for 1993, but did not occur. It bears many similarities to the EH101 Merlin.

The helicopter has many unique features, including a six-bladed main rotor, a delta-tail similar to the Mi-26T, CRT cockpit displays and extensive use of composite materials. Cargo can be carried under-slung or positioned in the cabin via clam-shell rear doors and a loading ramp. Eurocopter are working jointly with Mil OKB and Kazan Helicopters on the programme.

Variants

N/A

Status

In pre-production.

Operators

N/A

Manufacturer

Kazan Helicopter Plant (partner) to MI OKB (Russia)
Design.



(Paul Jackson)

Model of the proposed Mi-38

Specifications (for Mi-38)

Powerplant

Two Klimov TV7-117V turboshafts
Power: 4436 shp (3456 kW)

Max T/O: 31 980 lb (14 500 kg)

Payload: 11 020 lb (5000 kg)

Dimensions

Length: 64 ft 2.5 in (19.50 m)
Rotor diameter: 64 ft 7 in (21.00 m)
Height: 16 ft 10 in (5.13 m)

Performance

Cruising speed: 155 mph (250 km/h)
Range: 700 nm (1300 km)

Weights

Empty: n/a

Armament

N/A

Mil Mi-40 (Russia)

Type: Assault transport helicopter

Accommodation: Two pilots, 10 troops

Development/History

Intended as an assault transport version of the Mi-28 attack helicopter, it shares many of the systems of the Mi-28, including engine transmission, main and tail rotors.

Variants:

Mi-

Status

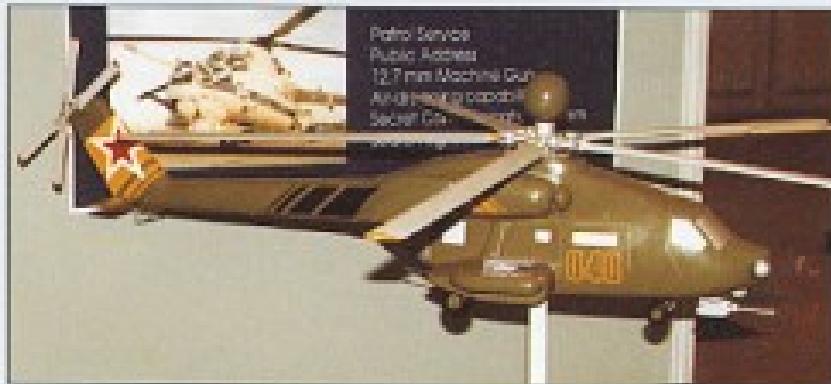
In pre-production.

Operators

Russia

Manufacturer

Assumed to be Mil OKB (Russia) design.



(Paul Jackson)

Model of the proposed Mi-40

Specifications (for Mi-40)

Powerplant

Two Klimov TVO-117MA turboshafts

Power: 4380 shp (3260 kW)

Max T/O: 25 137 lb (11 450 kg)

Payload: 22 681 lb (10000 kg)

Dimensions

Length: 54 ft. 5 in (16.50 m)

Rotor diameter: 59 ft. 5 in (17.20 m)

Height: 14 ft. 6 in (4.40 m)

Performance

Cruising speed: 163 mph (265 km/h)

Range: n/a

Weights

Empty: 16 500 lb (7625 kg)

Armament

Anti-tank guided missiles; free-fight rockets;
gun pods

Denel Aviation CSH-2 Rooivalk (South Africa)

Type: Attack helicopter

Accommodation: Pilot (rear), co-pilot/gunner (front)

Development/History

South Africa's Rooivalk (Red Kestrel) has its origin in an attack helicopter programme that commenced in 1981 in order to develop a successor to the Alouette III gunships then being used in Angola and South West Africa. The South African Air Force has assessed a squadron's worth, but defence cuts have put the order in doubt. Malaysia's new army aviation command may well be the first customer for the Rooivalk.

Variants

XDM: Experimental Development Model.

CSH-2: Basic production model.

ADM: Advanced development model.

Status

In pre-production.

Operators (proposed)

Malaysia (army), South Africa (air force).

Manufacturer

Atlas Aviation/Denel Aviation (South Africa).



Denel Aviation Rooivalk

(Denel Aviation)

Specifications (for CSH-2)

Powerplant

Two liquid-cooled

Power: 4000 shp (2982 kW)

Weighted: 2022 lb (917 kg)

Dimensions

Length: 54 ft 7 in (16.5 m)

Rotor diameter: 49 ft 5 in (15.08 m)

Height: 15 ft (4.6 m)

Performance

Max speed: 152 mph (244 km/h)

Range: 907 nm (940 km); 729 nm (1325 km)
with external fuel

Weights

Empty: 11 616 lb (5220 kg)

Max T/O: 20 723 lb (9400 kg)

Armament

One 20 mm G6-1 Rattler cannon; ZT-3 Swift,
ZT-3S or ZT-6 Makopu laser-guided anti-tank
missiles; V3C Dartor or Kudu air-to-air missiles;
free-fight rockets

Denel Aviation CSH-2 Rooivalk (South Africa)



Denel Aviation Rooivalk

Denel Aviation Oryx (South Africa)

Type: Transport helicopter

Accommodation: Two pilots, 20 passengers

Development/History

This South African-developed version of the Puma is being aggressively marketed by Denel to users needing helicopters optimised for "hot and high" bush conditions. In many ways it is similar to the Super Puma because it uses Makila powerplants, but Denel have gone further by modifying the tail section, plus building in the provision for an extensive array of ordnance. Previously known as Smerkot.

Variants

- Option 1: Gun-turret version.
- Option 2: Side-mounted free-fight rocket launchers.
- Option 3: Nose-mounted free-fight rocket armament.
- Option 4: Anti-aircraft gunship.

Status

In production.

Operators

South Africa.

Manufacturer

Afrox Aviation/Denel Aviation (South Africa)



Mock up of the stabilised sighting system fitted to an Oryx (OYU)

Specifications (for Oryx)

Powerplant

Two Turbomeca Makila 1A1 free turbines

Power: 3754 shp (2800 kW)

Max (VH) r/min

Payload: n/a

Dimensions

Length: 59 ft 6 in (18.15 m)

Rotor diameter: 49 ft 2.5 in (15 m)

Height: 16 ft 10.5 in (5.14 m)

Performance

Cruising speed: n/a

Range: 203 km (126.6 mi)

Weights

Empty: n/a

Armament

Free-fight rockets; 8 or 16 ZU-23 Swift or ZU-35 laser-guided anti-tank missiles; Barter or Viper air-to-air missiles; 20 mm cannon gun turret

Westland Wasp (UK)

Type: Light general-purpose helicopter

Accommodation: One pilot, three passengers

Development/History

Once the primary shipborne small helicopter of the British Royal Navy, the Wasp is now obsolete and is in the process of being phased out of service by its last remaining users.

Variants

Wasp HAS.1: Shipborne version.

Status

No longer in production.

Operators

Indonesia (navy), Malaysia (navy), New Zealand (air force).

Manufacturer

Saab-Scania/Westland Helicopters (UK).



(Tim Ripley)

Westland Scout AH.Mk. 1

Specifications

Powerplant

One Rolls-Royce Bristol Nimbus 503 turboshaft

Power: 710 shp (529 kW)

Maa T/O: 5500 lb (2450 kg)

Payload: 1200 lb (540 kg)

Dimensions

Length: 30 ft 4 in (9.2 m)

Rotor diameter: 32 ft 3 in (9.8 m)

Height: 11 ft 8 in (3.6 m)

Performance

Max speed: 120 mph (193 km/h)

RANGE: 263 mi (420 km)

Weights

Empty: 3452 lb (1560 kg)

Armament

Mk. 46 torpedoes; AGM-12 wire-guided missiles;

Mk. 44 depth charges

Westland Lynx (Army version) (UK)

Type: Light multi-purpose military helicopter

Development/History

The British Army's primary light helicopter is another product of the Anglo-French Helicopter Agreement of 1967. Britain's Westland brought Lynx design to the table, and it duly became responsible for its development, production and marketing. Some 113 AH 1s were built for the British Army with skid landing gear, but export sales proved elusive. The British Army Air Corps and Royal Marines/Royal Navy later converted their fleets to armed helicopters (HELARM) by fitting US-made TOW anti-tank missiles. A further 24 AH 9 light battlefield helicopter versions were produced from 1988 to equip 24 Armable Brigade.

Variants

AH 1: Original British Army utility version. Some examples armed with TOW missiles.

AH 10T: interim armed version until AH 7 developed.

AH 5: Experimental version.

AH 6: Proposed Royal Marines version, not produced.

AH 7: British Army upgraded armed helicopter (HELARM) version with eight TOW missile tubes.

AH 8: British Army light battlefield helicopter version with Rolls-Royce Gnome 43-1 powerplant, each rated at 846 kW (1135 shp). Tricycle under carriage and BEHRF rotor blades. Battlefield Lynx: Proposed export version with provision for Hellfire or HOT anti-tank missiles.

Battlefield 900: Proposed export version with UHIC 1000 engines.

Mk 24/25: Proposed Iraqi export versions.

Mk 32: Proposed Egyptian export version.

Accommodation: Pilot, observer/gunner, 10 troops



Westland Lynx AH Mk 9

(Tim Ryley)

Specifications (for AH 1)

Powerplant

Two Rolls-Royce Gnome 2 turboshafts.

Power: 1800 shp (1342 kW)

Max T/O: 10 000 lb (4536 kg)

Payload: 2000 lb (907 kg)

Dimensions

Length: 49 ft 9 in (15.2 m)

Rotor diameter: 43 ft (12.8 m)

Height: 11 ft 6 in (3.5 m)

Performance

Cruising speed: 161 mph (258 kmh)

Range: 390 nm (320 km)

Weights

Empty: 6040 lb (2740 kg)

Armament

TOW and Improved TOW wire guided anti-tank missiles; 12.7 mm or 20 mm door or pod mounted machine guns; free-fight rockets.

Westland Lynx (Army version) (UK)

Mk 83: Proposed Saudi export version.

Mk 84: Proposed Qatari export version.

Mk 85: Proposed UAE export version.

Lynx HCH: Experimental advanced compound helicopter with wings for additional lift.

Status

No longer in production.

Operators

16 (Army/Naval).

Manufacturers

Westland Helicopters (UK).



Westland Lynx AH Mk 7
(Tim Ripley)

Westland Lynx (Navy version) (UK)

Type: Light multi-purpose naval helicopter

Accommodation: Pilot, observer/gunner, 10 troops

Development/History

Westland's development of the naval Lynx has proved far more success than its effort with the army versions. In addition to the 91 bought by the British Royal Navy, more than 200 have been sold for export, with new orders continuing to be secured.

Armed with the Sea Skua missile, the Lynx proved a potent ship killer both during the Falklands conflict and the 1991 Gulf War. After the Falklands, the Royal Navy began major upgrade programmes to improve the rotor blades, powerplant, sensors, weapon systems and defensive aids. This programme has continued through to the current HAS.3 standard, which is dubbed the Super Lynx.

Variants

HAS.20/H: French Navy anti-submarine warfare version, with OMERA-Sigef ORB 31W radar and Alcatel dipping sonar.

HAS.2: Original British Royal Navy version, with Ferranti Seaspray radar, Bendix dipping sonar and Texas Instruments MAD.

HAS.3: Improved British version with two Rolls-Royce Gern 41-1 T70 (turboshaft) engines.

HAS.3HC: Specialist British version for Arctic operations from HMS Endurance.

HAS.3S: Specialist British version with surveillance and secure communication equipment.

HAS.3DM: Improved British version for Gulf War with ALQ-167 electronic counter-measures pod and infra-red jammers.

HAS.3C1S: Improved British version with central tactical



(GKN Westland)

Westland Lynx Mk.21

Specifications (for HAS.2)

Powerplant

Two Rolls-Royce Gern 41-1 T70 (turboshaft)

Power: 1800 shp (1342 kW)

Payload: 2000 lb (907 kg)

Dimensions

Length: 49 ft 9 in (15.2 m)

Rotor diameter: 42 ft (12.8 m)

Height: 11 ft 6 in (3.5 m)

Performance

Cruising speed: 161 mph (259 km/h)

Range: 240 nm (360 km)

Weights

Empty: 6060 lb (2746 kg)

Max takeoff: 10 000 lb (4535 kg)

Armament

Mk.44, Mk.46 or Sting Ray anti-submarine torpedoes; Mk.11 depth charges; Sea Skua radar-guided anti-ship missile; AS12 wire-guided missiles; 12.7 mm or 20 mm gun pods

Westland Lynx (Navy version) (UK)

systems and flotation bag.

HAS.4 (RH): Improved French Navy version with new GKN 40-1 engine, and gearbox.

Mk.21: Export version for Brazil, designated S-70-III.

Mk.21M: Export version of Super Lynx to Brazil.

Mk.23: Export version to Argentina (later sold to Brazil and Denmark).

Mk.25/SH-14A: Export utility version for Netherlands.

Mk.27/SH-14B: Export version for Netherlands with sonar.

Mk.80: Export version for Denmark.

Mk.81/SH-14C: Export version for Netherlands with MAD.

Mk.86: Export version for Norway.

Mk.87: Export version for Argentina.

Mk.88: Export version for Germany.

Mk.89: Export version for Nigeria.

Mk.90: Export version for Denmark.

HAS.8: Sayer Lynx upgraded version, with up-rated Rolls-Royce GKN 40-1 engines, BERP rotor blades, thermal imaging sensors and improved electronic warfare options.



Above:
Westland Lynx HAS.
Mk.8/Super Lynx
(©KYN Westland)

Left:
Westland Lynx
HAS.Mk.2 (FNO)
(Tim Ripley)

Mk 95: Export Super Lynx for Portugal.

Mk 99: Export Super Lynx for South Korea.

SH-14B: Export version for Netherlands with up-rated Rolls Royce Gern 40-1 engines and full ASW fit.

Super Lynx Series 200/300: Export version with LHTEC CT5300, improved avionics and 'glass' cockpit.

Status

In production.

Operators

Brazil (navy), Denmark (navy), France (navy), Germany (navy), Malaysia (navy), Netherlands (navy), Nigeria (navy), Norway (navy), Pakistan (navy), Portugal (navy), South Korea (navy), UK (navy).

Manufacturer

Westland Helicopters/UK Westland (UK).

Right:

*Westland Lynx HAS Mk 8/Super Lynx
(GKN Westland)*



Kaman Seasprite (USA)

Type: Shipborne anti-submarine helicopter

Development/History

Making its first flight in 1980, the SH-2F version of the Sea Sprite utility helicopter was selected in 1983 by the US Navy for work on frigates, destroyers and cruisers in the anti-submarine role, under the LAMPS I programme. It lost out to the SH-60 in the LAMPS II contest, and the bulk of the US Navy's fleet have been either relegated to reserve service or retired into storage. A programme to upgrade some surplus US versions to the anti-ship missile-armed SH-2G standard is underway, and the improved helicopter has recently found export success in Australia and New Zealand.

Variants

SH-2B: Shipborne utility helicopter for US Navy.

SH-2C: Initial winner of US Navy Light Airborne Multi-Purpose System (LAMPS) platform contest for embarked small ship helicopter. Powered by two T58-GE-401 powerplants.

SH-2F: Improved version with 20% longer life rotor blades, new search radar and towed MAD boom.

SH-2G Super Seasprite: Advanced version powered by two General Electric T700-GE-401 turboshafts, each rated to 1285 kW (1723 shp). It has improved mission sensors and weapon carriage capabilities.

SH-2G(H): Specialist anti-submarine warfare upgrade for Egypt.

SH-2G(A): Australian export version.

SH-2G(M): Proposed version for Malaysia.

Status

Work continues on SH-2G standard upgrades.

Accommodation: Two pilots, sonar operator, four passengers



Kaman SH-2F of HSL-34

(Jeremy Flock/APU)

Specifications (for SH-2G)

Powerplant

Two General Electric T700-GE-401 turboshafts.

Power: 3446 shp (2530 kW)

Payload: 4000 lb (1814 kg)

Performance

Max speed: 150 mph (244 km/h)

Range: 478 nm (885 km) with external tanks

Dimensions

Length: 46 ft 6 in (12.34 m)

Rotor diameter: 44 ft 4 in (13.5 m)

Height: 15 ft 2 in (4.6 m)

Armament

Up to 50 torpedoes; depth charges; T62 rear door gun; Penguin Mk 2 Mod 7 radar-guided anti-ship missiles; AGM-136/HIMARS Maverick air-to-surface guided missile

Weights

Empty: 9200 lb (4173 kg)

Max T/O: 13,500 lb (6124 kg)

Operators

Argentina [navy], Australia [navy], Pakistan [navy], New Zealand [air force].

Manufacturer

Kaman Aerospace (US).



Right:

*Kaman SH-2F of HSL-34
(Jeremy Flack/APG)*

Bell Model 47 Sioux (USA)

Type: Light helicopter

Accommodation: Two pilots, one passenger

Development/History

One of the first helicopters to go into large-scale production after making its first flight in 1945, some 5,000 have since been built. Although it has now been withdrawn from front-line service by most NATO arm, it can still be found in use in obscure corners of Asia and South America.

Variants

H-13 Sioux: Basic US Army and USAF version.

TH-13 (HTL-H13) (UH-13): US Navy trainer version.

HUH-1 (J): US Navy version for training and ice breaking ship operations.

OH-13: Three-seat version.

UH-13: US Navy training version.

AB-47: Italian-built version.

AB 47G-2: UK-built version, designated Sioux AH 1/2.

Status

No longer in production.

Operators

Columbia, Congo (Zaire), Greece [air force], Italy [army].

Lesotho, Libya [army], New Zealand, Pakistan [army].

Paraguay, Peru [air force/navy], South Korea [army], Uruguay [navy], Zambia.

Manufacturer

Bell Aircraft Corporation/Bell Helicopter Company (USA).
Agusta (Italy), Westland Helicopters (UK), Kawasaki Heavy Industries (Japan).



Bell 47G operated by the British Army as the AH.1 Sioux

Specifications (for Model 47G-3B-2A)

Powerplant

One Lycoming TIO-540-PA piston engine.

Power: 280 hp (209 kW)

Weights

Empty: 2093 lb (950 kg)

Max T/O: 2950 lb (1333 kg)

Dimensions

Length: 21 ft 7 in (6.5 m)

Rotor diameter: 37 ft 1 in (11.3 m)

Height: 9 ft 3 in (2.8 m)

Performance

Max speed: 105 mph (169 km/h)

Range: 215 nm (397 km)

Bell Model 204/UH-1 Iroquois (Huey) (USA)

Type: Light utility helicopter

Accommodation: Two pilots, seven passengers

Development/History

The first of the famous 'Huey' family of helicopters which bore the brunt of the US Army campaign in Vietnam. Several thousand built for the US armed forces from 1959 through to the late 1980s.

Variants

UH-1A: Initial production version for US Army with Lycoming XT53-L-1 turboshaft, rated at 615 kW (825 shp).

Capacity of six passengers. Source of 'Huey' nickname.

UH-1B: Enhanced version with capacity for seven passengers and revised main rotor blades.

UH-1A: Re-designation in 1962 of UH-1A.

UH-1B: Re-designation in 1962 of UH-1B.

UH-1C: Improved version of UH-1B, with T53-L-13 powerplant.

UH-1E: US Marine Corps version with hoist and twin 7.62 mm chain gun turret.

TH-1E: US Marine Corps dual control trainer.

UH-1F: USAF ballistic missile site security version with General Electric T58-GE-2, rated to 662 kW (890 shp).

TH-1F: Trainer version of UH-1F.

HH-1K: US Navy rescue version with hoist and T53-L-13 powerplant, rated to 1044 kW (1400 shp).

UH-1L: US Navy utility version with T53-L-13 powerplant.

TH-1L: US Navy training version with T53-L-13 powerplant.

UH-1M: US Army version with eight vision sensor ds.

AB 204: Italian-built version, with powerplant options including T53-GE-3, rated at 962 kW (1290 shp), Textron Lycoming T53-L-11A or Rolls-Royce Gnome II 1200, rated at



Agusta Bell AB 204B

(Jeremy Flock/APU)

Specifications (UH-1C)

Powerplant

One Textron Lycoming T53-L-11

Power: 1100 shp (820 kW)

Max. WD: 1600 lb (725 kg)

Payload: 1161 lb (525 kg)

Dimensions

Length: 43 ft 7 in (13.26 m)

Rotor diameter: 44 ft (13.41 m)

Height: 12 ft 7.25 in (3.84 m)

Performance

Cruising speed: 140 mph (226 km/h)

Range: 303 nm (561 km)

Weights

Empty: 5001 lb (2268 kg)

Armament

Door machine guns; machine gun pods; free-fall rocket pods; Mk 44 torpedoes.

Bell Model 204/UH-1 Iroquois (Huey) (USA)



632 kW (1250 shp).

Hkp 30: Swedish designation of AB 204.
AB 204AS: Italian-built naval version, with
T53-GE-1 powerplant, rated at 662 kW
(1250 shp).

Fuji-Bell 204E-2: Japanese-built version,
also known as H-1 yudan.

Huey Dog: UH-1C with up-rated engines.

RH-1: Research version.

Status

No longer in production.

Operators

Austria, Columbia (air force), Honduras,
Indonesia (army), Italy (airng), Japan
(army), Panama, Paraguay, Senegal, South
Korea (army), Spain, Sweden (army),
Thailand (army), Turkey (army) (navy),
Yemen.

Manufacturer

Bell Aircraft Company/Bell Helicopter
Company (USA), Agusta (Italy), Fuji-Bell
(Japan).

*The Swedish army
operates the AB 204 as
the Hkp 30
(Jeremy Black/APT)*

Bell Model 205/UH-1 Iroquois (Huey) (USA)

Type: Medium-lift helicopter

Accommodation: Two pilots, 12 passengers, six stretchers

Development/History

The first major upgrade of the ever popular 'Huey', which featured a stretched and enlarged cabin to boost carrying capacity. The first of 2500 ordered for the US armed forces entered service in 1963, whilst the last H-model was produced as recently as 1988. It is set to continue in US military service until well into the next century.

Variants

UH-1D: Original US Army version, with Lycoming T53-L-11 powerplant, rated to 820 kW (1100 shp). Capable of carrying 12-14 passengers.

UH-1H: Updated version for US Army, updated with T53-L-13 powerplant.

UH-1M: US Army medical and rescue version with hoist.

CHE-1H: Canadian training version, designated CH-118.

EH-1H: Electronic warfare ('Quack Fox') version.

HH-1H: USAF rescue version.

UH-1HP Huey II: Commercial upgraded version with improved powerplant.

Huey 800: Commercial upgraded version with UHIC Tando powerplant.

UH-1/T700-Ultra Huey: Commercial upgraded version with General Electric T700-GE-701C powerplant, rated to 1400 kW (1860 shp).

HU-1H: Japanese-built version.

AB 205A: Italian-built military version, designated BM-2, with T53-L-13 powerplant.

AB 205A-1: Improved Italian 205A.

AB 205B: Prototype Italian version with two Gnome II



Bell UH-1D of German Luftwaffe

(Tim Ripley)

Specifications (for UH-1H)

Powerplant

One Textron Lycoming T53-L-13 turboshaft

Power: 1400 shp (1044 kW)

Max T/O: 9500 lb (4300 kg)

Payload: 2800 lb (1759 kg)

Performance

Max speed: 132 mph (212 km/h)

Range: 276 nm (511 km)

Dimensions

Length: 41 ft 9 in (12.6 m)

Rotor diameter: 46 ft (14.6 m)

Height: 14 ft 5 in (4.4 m)

Weights

Empty: 5710 lb (2600 kg)

Armament

Two machine guns in door; optional rockets and machine gun pods.



1200 powerplants.

All 205DA: Prototype Turbomeca Astazou powerplants.

HE 108: Spanish designation for All 205.

Advanced 205D: Proposed Japanese upgrade.

Status

No longer in production.

Operators

Argentina (army/air force), Australia (army), Bahrain,
Bangladesh, Bolivia, Bosnia-Herzegovina, Brazil (air force), Brunei,
Canada, Chile (army/air force), Colombia (air force), Croatia,
Dominican Republic, Dubai, El Salvador, Germany (army/air force),

Greece (army/air force), Guatemala, Honduras, Indonesia (army), Iran
(army, navy, air force), Italy (army), Israel, Jamaica, Japan (army),
Jordan, Mexico (air force), Morocco, Myanmar, New Zealand (air
force), Oman, Pakistan (army), Panama, Papua New Guinea, Peru (air
force/navy), Philippines, Saudi Arabia (air force), Singapore, South
Korea (army/air force), Spain (army), Serbia, Taiwan (army/air
force), Thailand (army/navy/air force), Tunisia, Turkey
(army/air force), Uganda, UAE (Dubai), USA (army/air force),
Uruguay (air force), Venezuela (army/air force), Zambia, Zimbabwe.

Manufacturer

Bell Helicopter Company/Bell Helicopters Textron (USA), Agusta
(Italy), AIDC (Taiwan), Bolkier (Germany), Fuji-Bell (Japan)

**Bell UH-1N of
US Army
Reserve**
(Tim Ripley)

Bell Model 212 UH-1N Iroquois (Twin Huey) (USA)

Type: Medium-lift helicopter

Accommodation: Two pilots, 14 passengers

Development/History

A twin-engined 'Huey' was first proposed by Bell Helicopters, Pratt & Whitney Canada and the Canadian Government in 1968. The USAF took delivery of the first aircraft in 1970, and it soon became the standard utility helicopter of the US Marine Corps. Foreign sales followed in large numbers, with more than 800 being built to date.

Variants

UH-1N: Basic US Navy and Marine Corps version.

VH-1N: USAF and US Marine Corps VIP transport.

CJH-135: Canadian version, later designated CH-135 Twin Huey.

Twin Two-Twelve: Civil commercial version.

AB 212: Italian-built utility version, with Pratt & Whitney Canada PW115-3 Turbo Twin-Pac powerplant.

AB 212ASW: Italian maritime version (described elsewhere).

HU.1B: Spanish Army designation.

UH-1N (ABM): Four-blade USMC upgraded version.

Status

In production.

Operators

Argentina (Armada Naval), Austria, Bahrain, Bangladesh, Bolivia, Brunei, Chile (air force), Dominican Republic, Ecuador (air force), El Salvador, Ghana, Greece (Army/air force), Guatemala, Guyana, Iran (Army/air force), Iraq, Israel, Italy (Army/air force), Jamaica, Japan (air self), Lebanon, Malta, Mexico (air force), Morocco, Oman, Panama, Peru (air force),



Bell UH-1N of the USAF

Specifications (UH-1N)

Powerplant

Two Pratt & Whitney Canada PW115-3B Turbo

Twin Pac

Power: 1800 shp (1343 kW)

Weights

Empty: 6000 lb (2723 kg)

Max T/O: 11,200 lb (5080 kg)

Payload: 5000 lb (2268 kg)

Dimensions

Length: 42 ft 4 in (12.9 m)

Rotor diameter: 48 ft 2 in (14.7 m)

Height: 14 ft 10 in (4.51 m)

Performance

Max speed: 117 mph (188 km/h)

Range: 243 nm (450 km)

Bell Model 212 UH-1N Iroquois (Twin Huey) (USA)



Philippines, Saudi Arabia (air force), Singapore, Slovenia, South Korea (air force), Spain (army), Sri Lanka, Somalia, Sudan, Thailand (air force/navy), Tunisia, Turkey (Army), Uganda, Uruguay (air force), Venezuela (Army), Yemen, Zambia, USA (DOD), UK (Army), USA (military), United Nations.

Manufacturers

Bell Helicopter Company/Bell Helicopter Textron
USA/Canada, Agusta (Italy)

Bell UH-1N of the USMC
(Tom Ripley)

Bell Model 214 (USA)

Type: Medium utility and transport helicopter

Accommodation: two pilots, 16 passengers

Development/History

The first customer for the high specification version of the 'Huey' was the Imperial Iranian armed forces during the final years of the Shah's regime. Sales have followed to a number of customers who have been prepared to pay premium prices for a superior helicopter.

Variants

214A (Izhakan): Iranian-funded development, powered by Textron Lycoming T55-1BD, rated at 1520 shp (2050 kW).

214B: Biglifted; Canadian version.

214C: Search and rescue version.

214ST: Twin-engined version, powered by CT7-2As, with stretched fuselage and composite rotor blades.

Status

No longer in production.

Operators

Brazil, Colombia (air force), Ecuador, Iran (Army/paramilitary force), Iraq, Oman, Peru (air force), Philippines, Thailand (navy), USAF (tubas), Venezuela.

Manufacturer

Bell Helicopter Company/Bell Helicopters Textron (USA).



Bell 214

(Jeremy Black/AP)

Specifications (for 214ST)

Powerplant

two General Electric CT7-2A turboshafts

Power: 1625 shp (1212kW)

Weights

Empty: 9445 lb (4284 kg)

Max T/O: 19800 lb (8945 kg)

Payload: 1700 lb (7620 kg)

Dimensions

Length: 49 ft 3.5 in (15.02 m)

Rotor diameter: 52 ft 11.59 in (16.69 m)

Height: 15 ft 10.5 in (4.84 m)

Performance

Cruising speed: 161 mph (258 kmh)

Range: 463 nm (858 km)

Armament

Door-mounted machine guns

Bell Model 412 (USA)

Type: Medium utility and transport helicopter

Development/History

The most recent version of the 'Huey' still manages to find customers around the world. A number of companies are also offering upgrade packages to basic versions.

Variants

412: Basic production version.

412SP: Special Performance version, with improved fuel capacity, known as Agusta in Norwegian service.

412HP: Emergency medical services version, with improved transmission and PT6A-35E Twin Pac.

Military 412: Armed version.

412EP: Enhanced performance version with additional fuel. Designated Griffon HT-1 in UAE service.

CH-146 Griffon: Canadian military version of 412SP.

NBell-412: Indonesian-built version.

AB412 Grifone: Italian-built military version. Designated AB-4 in Italian service.

AB412 CREDO: Italian-built ground surveillance radar platform.

Hkp 11: Swedish designation.

AB 412 EP: Agusta-built version.

Status

In production.

Operators

Bahrain, Botswana, Canada, Colombia (air force), Guatemala, Guyana, Finland (coast guard), Honduras, Indonesia (army), Italy (army/airforce), Lesotho, Netherlands (air force),

Accommodation: two pilots, 14 passengers



Bell 412

(Tom Ryleigh)

Specifications (for 412HP)

Powerplant

One Pratt & Whitney Canada PT6A-35 Turbo

Twin Pac

Power: 1890 shp (1342 kW)

Weights

Empty: 6654 lb (3018 kg)

Max T/O: 11,900 lb (5357 kg)

Performance

Cruising speed: 140 mph (226 km/h)

RANGE: 400 nm (744 km)

Armament

Door-mounted machine gun; canon pods; rocket pods; air-to-air and air-to-surface missiles

Norway, Peru [air force], Poland [air force], Saudi Arabia [air force], Slovenia, South Korea [air force], Sri Lanka, Sudan, Sweden [army], Thailand [air force/army], Uganda, UAE [Dubai], United Nations, UK [Mod], Zimbabwe.

Manufacturer

Bell Helicopters Textron
(USA/Canada), Agusta (Italy),
UPH (Indonesia)



*Bell 412 of Dubai Police Air Wing
(Tom Ripley)*

Bell Model 206 JetRanger (USA)

Type: Light helicopter

Accommodation: Two pilots; three passengers

Development/History

The best-selling JetRanger first flew in 1966, and three years later the US Army began to take delivery of the OH-58 variant (see separate entry). It has since been adopted by a large number of armed forces around the world. Some 7000 had been built by 1995.

Variants

Model 206A JetRanger: First production version, with Allison 250-C10 engine, rated to 235 kW (317 shp).

Model 206B JetRanger II: Second production version, with Allison 250-C20, rated to 256 kW (340 shp).

Model 206B-3 JetRanger III: Improved version with 250-C30B powerplant.

Model 206 AS: Chilean navy version, armed with torpedoes.
OH-58 Creek: US Army version of JetRanger II, adapted for basic flight training under designation UH-1C.

Model 206L-1 LongRanger: Stretched fuselage version of JetRanger II.

Model 206L-2 LongRanger II: Improved L-1, with Allison 250-C30B turboshaft, rated to 363 kW (488 shp).

Model 206L-3 LongRanger III: Improved version with Allison 250-C30P turboshaft rated to 405 kW (540 shp).

Model 206L-4 LongRanger IV: Canadian-built version.

Model 206LT TwinRanger: Canadian-built twin-engined version.

Model 206 TeamRanger: Proposed military version of L-2.

Canadair CB-206L-II: Proposed gunship version for Iraq, built in Chile.

TH-57A SeaRanger: US Navy training version to 206A.



Bell 206 in United Nations service in Croatia

(Tim Ripley)

Specifications (206B-3 JetRanger III)

Powerplant

One Allison 250-C30B turboshaft

Power: 420 shp (313 kW)

Weights

Empty: 1625 lb (737 kg)

Max T/O: 3200 lb (1451 kg)

Payload: Under-slung 1500 lb (680 kg)

Dimensions

Length: 21 ft 2 in (6.5 m)

Rotor diameter: 33 ft 4 in (10.2 m)

Height: 9 ft 6 in (2.9 m)

Performance

Max speed: 140 mph (225 km/h)

Range: 395 nm (732 km)

Armament

One gun, 1000iles.



standard.
TH-57B SeaRanger: US Navy training version to 206A standard.
TH-57C SeaRanger: US Navy training version to Jet Ranger II standard.
AB 206A-1: Italian-produced military version to 206A standard, designated AB-1 by Italian military.
AB206A-2: Italian-produced military version to 206B standard, designated AB-2 by Italian military.
AB206C-1: Italian-modified A-1s upgraded to A-2 standard with -C20 engines.
Hkp 6A: Swedish designation of Italian-produced 206A.
HL12A: Spanish designation of AB 206A-1.
Zolac 300: Italian-produced version of 206B-1.

Status

In production.

Operators

Austria, Bangladesh, Brazil (navy), Brazil, Cambodia, Chile (army/navy), Colombia (air force), Cyprus, Croatia, Ecuador (air force), Greece (army/navy force), Guatemala, Hungary, Jamaica, Israel, Iran (army/navy), Italy (army), Libya (army), Malta, Mexico (air force), Morocco, Oman, Pakistan (army), Peru (army/navy/air force), Saudi Arabia (air force), Slovakia, South Korea (navy), Sri Lanka, Sweden (army/navy), Slovenia, Taiwan (air force), Thailand (army), Turkey (army), Uganda, United Arab Emirates (USA), USA (army/navy), United Nations, Venezuela (army/national guard), Yemen.

Bell 206L-4 LongRanger 4 (Bell Helicopters)

Manufacturer

Bell Helicopter Company/Bell Helicopters Textron (USA/Canada), Agusta (Italy), Cobham Industries (UK)

Bell Model 206/OH-58 Kiowa (USA)

Type: Light observation and utility helicopter

Development/History

The US Army bought some 2000 versions of the OH-58 Kiowa from 1980 onwards to fly scout missions with specialised equipment fitted. The basic design has since undergone a number of upgrades to enhance its battlefield survivability.

Variants

OH-58A: Original US Army scout version.

OH-58B: Export version for Austrian Army.

OH-58C: Upgraded US Army version with flat glass canopy and Allison 250-C20 turboshaft, rated to 313 kW (420 shp).

COH-58A: Canadian version to OH-58A standard, later redesignated OH-139 Kiowa.

Model 206B-1 Kiowa: Australian produced version, later renamed Kookaburra.

Status

No longer in production.

Operators

Austria, Australia (Army/Avy), Canada, USA (Army).

Manufacturer

Bell Helicopter Company/Bell Helicopter Textron (USA), Commonwealth Aircraft Company (Australia).

Accommodation: Pilot, co-pilot side-by-side, three passengers



US Army OH-58A Kiowa

(Jeffrey Flack/APG)

Specifications (for OH-58A)

Powerplant

One Allison 250-C-20 turboshaft

Power: 317 shp (236.5 kW)

Weights

Empty: 1583 lb (719 kg)

Max (D): 3000 lb (1361 kg)

Dimensions

Length: 32 ft 3 in (9.84 m)

Rotor diameter: 35 ft 4 in (10.37 m)

Height: 9 ft 6.5 in (2.91 m)

Performance

Cruising speed: 127 mph (196 km/h)

Range: 280 nm (481 km)

BELL Model 406/OH-58D Kiowa Warrior (USA)

Type: Light armed reconnaissance helicopter

Development/History

The 'Kiowa' version of the OH-58, the Kiowa Warrior boasts an impressive weapons and sensor fit to allow it to operate alongside the AH-64 Apache as part of joint air attack teams. The Army Helicopter Improvement Program (AHIP) began in 1981, and the first helicopters entered service in 1985.

Variants

OH-58D Kiowa Warrior: US Army armed Scout version.

Multi-Purpose Light Helicopter: US Army modification including folding rotor blades and tail to allow transport in C-130 transport aircraft.

Prince Chancer: Code-name for first aircraft fitted with Hellfire and Stinger missiles for shipping escort duties in Middle East in 1987.

MH-60G/H/400C Combat Scout: Saudi Land Forces version. Also features provision for Giat 20 mm canon but no mast-mounted sight.

OH-58X: Stealth technology demonstrator.

Status

In production.

Operators

Saudi Arabia (army), Lebanon (army), USA (army)

Manufacturer

Bell Helicopter Textron (USA).

Accommodation: Two pilots side-by-side



Bell OH-58D Kiowa Warrior

(Bell Helicopter Textron)

Specifications

Powerplant

One Allison 250-C40-700 turboshaft

Power: 650 shp (485 kW)

Max (VR): 1,600 lb (725 kg)

Warload: 2,000 lb (907 kg)

Dimensions

Length: 34 ft 4 in (10.5 m)

Rotor diameter: 35 ft (10.7 m)

Height: 12 ft 10 in (3.9 m)

Performance

Max speed: 147 mph (237 km/h)

Range: 250 nm (463 km)

Weights

Empty: 3,045 lb (1,381 kg)

Armament

Stinger air-to-air missiles; AGM-114 Hellfire laser-guided anti-tank missiles; machine gun pods; free-fall rocket pods

Bell Model 209/AH-1F/G Huey Cobra (USA)

Type: Attack helicopter

Accommodation: Pilot, gunner in tandem cockpit

Development/History

Bell Helicopters first produced a gunship version of the Huey in 1965 as a private venture. Its distinctive tandem seating and nose turret have since been copied by attack helicopter designers around the world. Some 1000 G-models were bought by the US Army, and it proved very effective when used in action during the later years of the Vietnam war. The need to counter massed Soviet armoured formations during the Cold War led to a series of upgrading programmes to provide the Cobra with the capability to fire TOW wire-guided anti-tank missiles. Sensor upgrades improved the performance at night and in bad weather. Israeli, Iranian and Turkish forces have used TOW-armed Cobras in combat in the Middle East. US Army late-model Cobras were used in the 1991 Gulf War, and in conflicts in Somalia, Haiti and Bosnia.

Variants

Model 209: Original prototype.

AH-1G: Original US Army gunship version, with T53-L-13 turboshaft rated at 1644 kW (1400 shp).

TH-1G: Dual control trainer version.

AH-1E: Enhanced Cobra armament version with TOW missiles.

AH-1P: TOW missile armed version.

AH-1Q: Upgraded version to allow TOW missile carriage.

AH-1R: Upgraded version with T53-L-703 powerplant.

Upgraded AH-1S: US Army common upgraded standard for 110 G-0 models, with T53-L-703 powerplant.

Production AH-1Sc: New-build version to AH-1S standard. Up-gunned version has 20 mm cannon nose turret.



US Army AH-1G

(Jeremy Fack/AP)

Specifications (for AH-1F)

Powerplant

One Lycoming T53-L-703 turboshaft,

Power: 1600 shp (1242 kW)

Dimensions

Length: 53 ft 1 in (16.11 m)

Rotor diameter: 44 ft (13.41 m)

Height: 13 ft 6 in (4.09 m)

Weights

Empty: 6558 lb (2970 kg)

Max. take-off: 10 000 lb (4536 kg)

Performance

Cruising speed: 141 mph (227 km/h)

Range: 224 nm (500 km)

Armament

Four hard points; eight TOW wire-guided anti-tank missiles; two flight rockets; M107 20-mm canister in nose turret; 30 mm grenade launcher in nose turret.

AH-1F: Re-designation and upgrade of US Army SH-1F model Cobras; features flat cockpit glass, nose 10W sight and T53-L-703 powerplant. Current in-service version.

Advanced AH-1J/Model 309 King Cobras: Experimental version with single Lycoming T-55-L-7C powerplant.

Status

No longer in production.

Operators

Bahrain, Israel, Japan (army), Jordan, Pakistan (army), South Korea (army), Thailand (army), Turkey (army), United Nations.

Manufacturer

Bell Helicopter Company/Bell Helicopters Textron (USA), Fuji-Sel (Japan).

Right:

*AH-1G Huey Cobra of the Maryland National Guard
(Jeremy Fack/APB)*



Bell Model 209/AH-1W Super Cobra (USA)

Type: Attack helicopter

Accommodation: Pilot, co-pilot/gunner in tandem

Development/History

US Marine Corps requirements for a twin-engined gunship to allow safe over-sea operations led to the fielding of the AH-1 from 1971 onwards. Iran ordered an improved version but this was abandoned after the Fall of the Shah in 1979. The US Marine Corps took over the programme which led to the 'Whisky' version. It saw action during the 1991 Gulf War, claiming hundreds of kills of Iraqi tanks with its laser-guided Hellfire missiles.

Variants

AH-1 Sea Cobra: US Marine Corps version with two Pratt & Whitney Canada T400-GE-401 turboshafts, rated at 1342 kW (1800 shp) each.

AH-1 International: Export version of AH-1.

AH-1 Improved Sea Cobra: Upgraded AH-1 for US Marines with improved T400-GE-402 powerplants, each rated at 1460 kW (1970 shp).

AH-1W Super Cobra: Basic US Marine Corps version with improved T700-GE-401 powerplants, each rated at 1636 kW (1773 shp).

Cobra Vortex: Proposed UK version.

AH-1W (AHW): Proposed upgrade for US Marine Corps, providing four main rotor blades and weapon system improvements.

AH-1RD: Romania-produced version, with customised weapon systems.

Model 209 King Cobra: Experimental upgrade with two engines and improved weapons system.

Model 240: Experimental four-blade version.



Bell AH-1W Cobra

(Bell Helicopter Textron)

Specifications (AH-1W)

Powerplant

Two General Electric T700-GE-401 turboshafts.

Power: 1636 shp (2180 kW)

Dimensions

Length: 45 ft 6 in (13.9 m)

Rotor diameter: 48 ft (14.6 m)

Height: 13 ft 6 in (4.1 m)

Weights

Empty: 10,200 lb (4627 kg)

Max T/O: 14,750 lb (6690 kg)

Weight: 4552 lb (2065 kg)

Performance

Max speed: 172 mph (272 km/h)

Range: 365 nm (677 km)

Armament

One three-barrel M197 20-mm gun in nose turret; four hard points; 10W wire-guided anti-tank missiles; Hellfire laser-guided anti-tank missiles; AIM-9L Sidewinder air-to-air missiles; gun pods; cluster bombs; free-fight rocket pods.

Status

In production.

Operators

USA (regiments), Thailand
(Army), Turkey (Army)

Manufacturer

Bell Helicopter Company/Bell
Helicopters Textron (USA), DAE
SA Eads (France).



Bell AH-1W Cobra
(Bell Helicopter Textron)

Bell/Boeing V-22 Osprey (USA)

Type: Tilt-rotor transport

Accommodation: Two pilots, crew chief; 24 troops

Development/History

This revolutionary aircraft has gone through a prolonged development phase that has now progressed to production, with the first examples being delivered in 1999. The Osprey uses its rotors to take off vertically, and they then rotate to provide the power for horizontal flight. Current plans call for some 450 to be purchased by the US Marine Corps to replace their CH-46 assault helicopters. The first unit, VMFA-234 'The White Knights', is scheduled to become operational at MCAS Cherry Point, North Carolina, by 2001. The USAF has a requirement for 50 Ospreys for special operations missions to be in service by 2006. The US Navy wants 40 Ospreys for combat search and rescue. Low rate initial production began in 1997 at five aircraft a year, rising to eight in 2000, with a decision on full production due that same year.

Variants

V-22 (MD): Engineering and manufacturing development aircraft.

MV-22B: US Marine Corps assault production version.

MV-22A: Proposed initial US Navy anti-submarine warfare version.

CV-22B: USAF special operations production version.

MV-22B: US Navy combat search and rescue production version.

Bell-Boeing 009: Civilian passenger/VIP transport tilt rotor, built to a smaller scale.

Status

In production.



Bell Boeing V-22 Osprey

(Bell Boeing)

Specifications (V-22B)

Powerplant

Two Allison 1460-AD-400 turboshafts

Power: 12,000 shp (8972 kW)

Dimensions

Length: 57 ft 4 in (17.5 m)

Rotor diameter: 39 ft (11.6 m) each

Height: 17 ft 4 in (5.26 m)

Weights

Empty: 31,886 lb (14,462 kg)

Max LD: 55,000 lb (24,947 kg)

Payload: 20,000 lb (9072 kg)

Performance

Max speed: 115 mph (185 km/h) in helicopter mode; 316 mph (505 km/h) in fixed wing mode

Range: 1200 nm (2224 km)

Armament

Door-mounted machine guns; maritime versions may be adapted to carry torpedoes and depth charges.

Operators

US Marine Corps/Air Force.

Manufacturer

Bell Helicopter Textron and
Boeing Helicopters (USA).



Bell Boeing V-22 Osprey
(Bell Boeing)

Boeing CH-47 Chinook (USA)

Type: Heavy-lift helicopter

Accommodation: Two pilots, crew chief, 55 troops, 24 stretchers

Development/History

The 'mighty' Chinook first flew in 1961 to fulfil a US Army requirement for a heavy-lift helicopter. Viewed by the US Army as a 'flying truck', it proved its worth in Vietnam, supporting air mobile troops and flying supplies and artillery pieces to remote jungle fire bases. The large under-slung load capacity of the Chinook soon led it to being nicknamed 'Hoist' by US troops. Some 354 A-models were built for use during the Vietnam War, and more orders soon followed. A constant upgrade programme has significantly improved the capability of the US Army's Chinooks over the ensuing decades. Just under 900 were in service with the US Army, US Army Reserve and National Guard in 1997.

During the 1991 Gulf War CH-47Ds played a key role moving the air mobile forces of the 101st Airborne Division deep behind Iraqi lines. They also opened the way for US peacekeeping forces to enter Bosnia in 1996 by lifting position bridge sections into position across the Sava River. Foreign customers have also found the Chinook much to their liking, and sales have been brisk both from the main plant in Philadelphia and other license production sites. Iran, Italy, Japan and the United Kingdom have been the largest customers for the Chinook, Britain using its aircraft extensively in the Falklands, Northern Ireland, the 1991 Gulf War and Bosnia. Iran found them invaluable during the 1980-88 war against Iraq whilst Italy operated its helicopters firstly in Somalia in 1992, and then during the evacuation of its citizens from Albania during the 1997 civil war.

Following Britain's example of using the Chinook to move



Boeing CH-47D

(Tim Ripley)

Specifications (for CH-47D)

Powerplant

Two Textron Lycoming T55-L-713 turboshafts

Power: 6000 shp (4474 kW)

Weights

Empty: 26,918 lb (12,210 kg)

Max T/O: 54,000 lb (24,494 kg)

Payload: 27,082 lb (12,284 kg)

Dimensions

Length: 57 ft (17.5 m)

Rotor diameter: 60 ft (18.3 m) each

Height: 19 ft 11 in (5.8 m)

Performance

Max speed: 177 mph (285 km/h)

Range: 613 nm (1126 km)

Armament

Door machine guns

its air mobile brigade, the Netherlands has ordered Chinooks to provide mobility for its new rapid reaction force. The US Army use their Chinooks for special forces operations, with night vision devices and in-flight refuelling equipment fitted to allow low-level penetration behind enemy lines at night. Britain's Royal Air Force is also procuring a version with similar capability for long range combat search and rescue missions.

Boeing's Chinook won the battle for international orders against Sikorsky's Sea Stallion, with more than 1000 built, or ordered, for the US Army and export by 1987.

Variants

CH-47A: Original US Army version, with T55-L-5 powerplants, rated to 1091 kW (1200 shp).

CH-47B: Upgraded US Army version with T55-LC turbines, rated to 2125 kW (2850 shp) and increased rotor diameter.

CH-47C: Further improved US Army version with T55-L-11A turbines, rated to 2798 kW (3750 shp), and extra fuel capacity.

CH-47D: US Army version with T55-L-212 turbines for better performance and triple-IR hook for improved handling of under-slung loads.

CH-47J: Canadian version to CH-47C standard.

MU17: Spanish version to CH-47C standard.

Chinook HC 1: British version to CH-47C standard, but with triple-hook capacity.

Chinook HC 1B: British version retrofitted with glass fibre blades.

Chinook HC 2: British version to CH-47D standard.



Boeing CH-47D

(Tim Ripley)

Boeing CH-47 Chinook (USA)

Chinook HC 3: British version to MH-47E standard.
MH-47D Special Operations aircraft: Interim upgrade for US Army special operations until fielding of MH-47E.
MH-47E: Special forces version with an in-flight refuelling, night flying capability and T53-L-712 SS engines, each rated to 3064 kW (4100 shp).
Model 414: Export model to CH-47C standard.
International Chinook: Export model to CH-47D standard.
CH-47C Plus: Italian-built version with T55-L-712F powerplants and composite blades.
CH-47J: Japanese-built version to CH-47D standard.
BW234MLR: Civilian version.
CH-47D: Improved Cargo helicopter upgrade for US Army, possibly to be designated CH-48F.
Advanced Chinook: Proposed version with SH600 shp (3725 kW) class engines, redesigned rotors and additional fuel.

Status

In production.

Operators

Argentina (air force), Australia (army), Egypt, Greece (army), Iran (airmobile forces), Italy (army), Japan (maritime air force), Monaco, Netherlands, Singapore, South Korea (army), Spain (army), Taiwan, Thailand (army), UK (air force), USA (army).

Manufacturer

Vertol Aircraft Corporation/Boeing Vertol/Boeing Helicopters (USA), Kawasaki Heavy Industries (Japan), Elicotteri Meridionali/Agusta (Italy).



Boeing CH-47 HC.MH.2

(Tom Ropkey)



Boeing CH-47 HC Mk 2

/Tim Ropley/

Boeing 107/CH-46 Sea Knight (USA)

Type: Medium-lift helicopter

Accommodation: Two pilots, crew chief, 25 troops

Development/History

The canard rotor-isolated Vertol Model 107 made its first flight in 1958 and entered service with the US Marine Corps in 1964. Nicknamed the 'Tug', it saw extensive service as an assault helicopter during the Vietnam War. Subsequent operations in Grenada, the Persian Gulf, Somalia, Liberia and Haiti have seen the CH-46 in the centre of the action. An upgrade programme kept the aircraft flying through the 1970s, 80s, and 90s as the majority of the Marine Corps' embarked helicopter fleet. The Pentagon is keen to replace the ageing, and increasingly unreliable, CH-46 with the Osprey tiltrotor. Delays in the V-22 programme mean the 'Tug' will have to soldier on into the 21st century.

US Navy fleet support squadrons are large users of the CH-46, operating from shore bases or supply ships. Foreign exports have been small, with Japanese production lines being the main centre of activity. One of the more famous exploits of the aircraft was its use by the Swedish Navy to hunt Soviet submarines in the Baltic Sea during the 1980s.

Variants

107 Model II: Civilian version.

HBB-1/CH-46A: Original US Marine Corps assault version with two T58-GT-10 powerplants, each rated to 932 kW (1250 shp).

CH-46B: US Navy utility and cargo transport version.

CH-46D: Updated US Marine Corps version with T58-GT-10 turboshafts.

CH-46D: Updated US Navy version with T58-GT-10 turboshafts.



Boeing CH-46E Sea Knight

(Tim Ripley)

Specifications (for CH-46E)

Powerplant

Two General Electric T58-GE-10 turboshafts

Power: 1740 shp (1288 kW)

Max 10: 23 000 lb (10 433 kg)

Payload: 9000 lb (4082 kg)

Dimensions

Length: 44 ft 10 in (13.7 m)

Rotor diameter: 51 ft (15.5 m) each

Height: 16 ft 8 in (5.1 m)

Performance

Max speed: 150 mph (233 km/h)

Range: 200 nm (360 km)

Armaments

One machine gun

Weights

Empty: 13 067 lb (5977 kg)



CH-46D; US Marine Corps rescue version.

CH-46F; Final production version for US Marine Corps, with improved avionics.

CH-46E; Upgrade B- and F-models for US Marine Corps, includes glass fiber rotor blades, improved avionics and T701-CE-10 powerplants.

CH-46F; VIP version for US Marine Corps.

CV-107 BJW; Japanese-built utility version, exported to Saudi Arabia.

Hkp 4; Swedish designation for CV-107.

CH-113 Lakota: Canadian search and rescue version.

CH-113A Venator: Canadian army version.

Status

No longer in production.

Boeing CH-46D Sea Knight

(Tim Ripley)

Operators

Canada, Japan (Army/House/Air Force), Sweden (navy), Saudi Arabia (air force), USA (military/national).

Manufacturer

Vertol Aircraft Corporation/Boeing Vertol/Boeing Helicopters (USA), Kawasaki Heavy Industries (Japan).

Boeing/Sikorsky RAH-66 Comanche (USA)

Type: Reconnaissance/attack helicopter

Accommodation: two pilots in tandem

Development/History

The US Army's much troubled next helicopter replacement programme has received significant funding, but as yet production is still uncertain. Boeing and Sikorsky won the USA contract to replace the Cobras, OH-6 and OH-58 in 1987, their first prototype flying in 1990. They have been contracted to supply six aircraft for testing to the US Army by 2000 under a \$1.609 billion contract. The second aircraft is to fly in 1998.

The Comanche has a number of unique features, including a bladeless main rotor and streaked tail rotor. It is the first helicopter to be developed using 'Stealth' technology to minimise its radar cross-section, heat signature and engine noise.

Variants

M1

Status

In pre-production

Operators

US Army

Manufacturer

Boeing Helicopters and Sikorsky Aircraft (USA).



Boeing/Sikorsky RAH-66 Comanche

(Boeing Sikorsky)

Specifications (for RAH-66)

Powerplant

Two UHIC 1800/1900-shp turboshafts

Power: 2080 shp (1554 kW)

Weights

Empty: 7749 lb (3515 kg)

Max T/O: 10 112 lb (4587 kg)

Warload: 2612 lb (1185 kg)

Dimensions

Length: 43 ft 4 in (13.2 m)

Rotor diameter: 39 ft (11.9 m)

Height: 11 ft 1 in (3.4 m)

Performance

Max speed: 204 mph (328 km/h)

Range: 1260 nm (2294 km) with external tanks

Armament

Under development



Boeing/Sikorsky RAH-66 Comanche

(Boeing/Sikorsky)

Boeing OH-6 Cayuse/MD500/MD530 (USA)

Type: Light utility helicopter

Accommodation: One or two pilots, four passengers

Development/History

The OH-6 Cayuse was developed by the Hughes Helicopter Inc for the US Army's Light Observation Helicopter (LOH) requirement in the early 1960s. Soon nicknamed the 'Loach', it saw active service in Vietnam in large numbers. Hughes, and later McDonnell Douglas, have continued to develop and upgrade the basic design, with more than 4600 having been built by 1997.

Variants

Model 289/290C (Hughes): Forerunner of 500 series, which lacks enclosed rear fuselage. Military versions designated HO-6. Schweizer Aircraft have since developed the design.

OH-6A (Model 300M) Cayuse: Original US Army light observation helicopter, known as the Loach.

OH-6B: Re-engined version with T63-A-730 powerplant, rated to 313.32 kW (420 shp).

OH-6C: Proposed five-bladed version with improved Allison 25-C20 engine, rated at 238 kW (300 shp). Commercial derivatives designated Model 500D and E.

OH-6J: Japanese-built version to OH-6A standard.

MH-6B: Special forces version.

MH-6C: Special forces version.

OH-6E: Special forces command post/electronic warfare version.

AH-6C: Special forces attack version.

Hughes 500: Civil version of the OH-6A/Model 300 with Allison 25b-C18A turboshaft, rated to 236.5 kW (317 shp).

Model 500C: Export version modified for 'hot-and-high' operation.



Boeing MD500 in Israeli service

(AF Spokesman)

Specifications (for Model 500E)

Powerplant

One Allison 250-C20B turboshaft

Power: 450 shp (335.6 kW)

Dimensions

Length: 23 ft (7.01 m)

Rotor diameter: 26 ft 5 in (8.05 m)

Height: 8 ft 9 in (2.67 m)

Weights

Empty: 1445 lb (656 kg)

Max T/O: 3000 lb (1361 kg)

Payload: (500F) 2000 lb (907 kg)

Performance

Max speed: 152 mph (242 km/h)

Range: 233 nm (431 km)

Armament

10W wire-guided anti-tank missiles; Stinger air-to-air missiles; 30-mm cannon pod; 7.62-mm machine gun pod; fire-flight rocket pods; 40-mm grenade launcher; Mk 44 or 46 incendiary



Model 500M Defender: Commercial version of OH-6A.
OH-6D: Japan-built version based on up-engined Hughes 500, five-bladed main rotor and T-tail.

HH500H: Italian-built version based on up-engined Hughes 500.

Model 500MDWSW: Export version for Spain with MAD boom.

Model 500MD Defender: Military version with armament and infra-red counter suppression.

Model 500D Scout Defender: Armed reconnaissance version.

Model 500MD(MSW) Defender: Maritime version with search radar and MAD boom.

Model 500MD(TOW) Defender: Anti-tank missile armed version.

Model 500MD(MMS-TOW) Defender: Anti-tank missile version with mast-mounted sight.

Model 500MD Quiet Advanced Scout Defender: Four-bladed version with noise suppression.

Model 500MD Defender II: Armed version with quiet slow turning four-bladed rotor.

An OH-6 of the Danish army (APF)

Boeing OH-6 Cayuse/MD500/MD530 (USA)

Model 500E: Revised version with pointed nose, improved tailplane and Allison 250-C20B powerplant.

MH-500E: Italian-built version of 500E.

Model 500MG Defender: Specialist military version of Model 500E.

Model 520MK Black Tiger: Korean-built military version.

MD530F Little: Five-bladed main rotor fitted with pointed nose, powered by Allison 250-C30 turboshaft, rated to 31T LWT (425 slugs).

EH-6I: Special forces command post/electronic warfare version with Allison 250-C30 powerplant.

MH-6E: Special forces version with Allison 250-C30 powerplant.

AH-6F: Special forces attack version Allison 250-C30 powerplant.

MD530MG Defender: Military version with Allison 250-C30 powerplant.

MD530 Nightfire: Night attack version with improved sensors and powerplant.

MD500MU Paramilitary Defender: Specialist version powerplant for police and border patrol.

MD530HT Little/MH-6H: Special forces version to MH-6H standard, with glass cockpit and "people plant".

AH-6G: Special forces attack version to MD530 standard.

MH-6J: Special forces version with improvements to MH-6H.

AH-6K: Special forces attack similar to MH-6H standard.



MD530N on test at Mesa, Arizona (APV)

Status

In production.

Operators

OH-6

Brazil (air force), Japan (army), Taiwan (air force).

MD500

Argentina (army), Brazil, Bolivia (air force), Colombia (air force), Costa Rica, Croatia, Cyprus, Denmark (army), El Salvador, Finland, Greece (air force), Indonesia (air force), Israel, Italy (air force), Kenya, Mauritania, Mexico (air force), North Korea, South Korea (army/navy), Taiwan (army).

MD530

Colombia (army), Columbia, Mexico (air force).

Manufacturers

Hughes Tool Company/Hughes
Helicopters Inc/McDonnell Douglas
Helicopters Company/Boeing
Helicopters (USA), Breda Marchetti/Aperta
(Italy), Kawasaki Heavy Industries
(Japan), Korean Air (South Korea),
RADA (Argentina).



OH-6 Cayuse

(AP)

Boeing MD 520N/Explorer (USA)

Type: light utility helicopter

Accommodation: One or two pilots, six passengers

Development/History

The NOTAR is a revolutionary tail-surfaceless helicopter concept, which has been under development since 1988. As yet it has not been officially adopted by a military user, although US Army special forces are understood to have used NOTAR versions.

Variants

OH-6A NOTAR: Experimental version, first ever NOTAR helicopter.

MD520N: Experimental version with NOTAR tailless tail, five-bladed main rotor and Allison 250-C20R-2 turboshaft, rated to 335.7 kW (450 shp).

MD Explorer: Twin-engined NOTAR version. Military version called Combat Explorer.

MD500N: Wide-body single-engined NOTAR version. Previously designated MD600N.

MD500C: Eight-seat version of Explorer.

MH-6/MH-6C: Suspected US special forces NOTAR version.

Status

In production.

Operators

N/A.

Manufacturer

Hughes Helicopter Inc/McDonnell Douglas Helicopter Company/Boeing Helicopters (USA).

The revolutionary Boeing Combat Explorer is reported to be in service with the US Army Special Forces. (Boeing)

Specifications (for MD Explorer)

Powerplant

Two Pratt & Whitney Canada PW 206B3 turboshafts

Power: 1258 shp (908 kW)

Max T/O: 2000 kg (3050 kg)

Payload: Under-slung 2000lb (1361 kg)

Performance

Max speed: 172 mph (276 km/h)

Range: 374 nm (602 km)

Dimensions

Length: 32 ft 4 in (9.80 m)

Rotor diameter: 33 ft 10 in (10.34 m)

Height: 12 ft (3.66 m)

Armament

AGM-114 Hellfire laser-guided anti-tank missiles, machine gun pods; two-light search pods

Weights

Empty: 3315 lb (1458 kg)



Boeing AH-64 Apache (USA)

Type: Attack helicopter

Accommodation: Pilot (rear), co-pilot/gunner (front)

Development/History

After the successful combat debut of the Cobra in Vietnam, the US Army began formulating requirements in the early 1970s for advanced attack helicopters. Bell Helicopters and Hughes Helicopters Inc were selected to develop competing designs and the latter company was declared the winning contender in 1978, although it was not until 1982 that the contract was issued for the first batch of heavily-armed and armoured AH-64 Apaches. Hughes was bought by McDonnell Douglas in 1991, just as the first Apache was being delivered. Since then the US Army has received some 821 A models, and more than 100 have been sold to export customers.

The AH-64 showed its potential during NATO Reforger exercises during the late 1980s, but it was not until the 1991 US operation to seize Panama that the Apache first saw action.

In the 1991 Gulf War the Apache showed its full potential by flying deep strike missions behind Iraqi lines. A US Army task force used Apaches to fire the first missiles of Operation Desert Storm, destroying a key Iraqi radar site. Supporting the Coalition ground assault, Apache helicopters accounted for more than 500 Iraqi tanks, 120 APCs, 30 air defence systems, 120 artillery pieces, 325 other vehicles, 10 radars, 50 bunkers, 10 helicopters and 10 aircraft on the ground. Eight AH-64s were hit by enemy fire, but only one was shot down, with its crew surviving. Israeli forces have used the Apache extensively against Islamic guerrillas in southern Lebanon, and on a number of occasions they have employed Hellfire missiles to 'surgically' assassinate key enemy commanders.



Boeing AH-64A Apache of Royal Netherlands Air Force

(Boeing)

Specifications (for AH-64A)

Powerplant

Two General Electric T700-GE-100 turboshafts

Power: 3392 shp (2530 kW)

Dimensions

Length: 51 ft (15.5 m)

Rotor diameter: 48 ft (14.6 m)

Height: 12 ft 7 in (3.8 m)

Weights

Empty: 11 225 lb (5095 kg)

Max (LO): 21 000 lb (9495 kg)

Wet load: n/a

Performance

Max speed: 227 mph (365 km/h)

Range: 260 nm (482 km)

Armament

One 30-mm M230 Chain Gun; AGM-114 Hellfire laser and millimetric radar guided anti-tank missiles; Maverick, Stinger or Starstreak heatseeker air-to-air missiles; free-fall rockets



Boeing AH-64A Apache
(Boeing)

Boeing AH-64 Apache (USA)

The intimidating presence of low-flying Apache helicopters in Bosnia from 1996 onwards was considered by US Army commanders to be instrumental in the success of their peacekeeping mission.

The US Army is upgrading its Apache fleet by introducing the Longbow millimetric radar and new radio frequency guided version of the Hellfire missile, which effectively allows for very long range engagements to be fought at night and in bad weather. All the US Army fleet will be modified to allow use of the mast-mounted Longbow radar, but only some 232 radar sets are being purchased. The Netherlands and Britain are the first export customers for the Longbow Apache. To prepare for deployment of the highly capable AH-64D, the Dutch have already received a number of old US Army A-models for use until new built machines are ready. Britain is setting up its own production line to produce its WAH-64Ds, which will feature unique engines, weapon systems and defensive aids - the first helicopter is due to make its private flight in March 1998.

Variants

YAH-64A Hughes Model 707: Experimental version.

AH-64A: Basic US Army version.

AH-64B/P0: Proposed PAH version for German army.

AH-64D Longbow: Improved millimetric radar equipped version.

WAH-64D: UK-built Longbow version with Rolls-Royce/Turbomeca RTM322 engines.

AH-64C: US Army versions upgraded to allow installation of Longbow radar. Now to be designated D-models.



Boeing AH-64D Longbow Apache

(Boeing)

Petra (Cobra) : Israeli name,
Sea Apache: Proposed naval
version.

Status

In production.

Operators

Egypt (air force), Greece (army),
Israel, Saudi Arabia (army),
Netherlands (air force), USA
(Abu Dhabi), UK (army), USA
(army).

Manufacturers

Hughes Helicopter
Inc/McDonnell Douglas
Helicopter Company/Boeing
Helicopters (USA), Westland
Helicopter (UK).

Boeing AH-64D
Longbow Apache
(Boeing)



Sikorsky S-58 Choctaw/Wessex (USA)

Type: Medium-lift helicopter

Accommodation: Two pilots, optional crew chief, 16 troops

Development/History

The first version of the S-58 first flew in 1954, and the US armed forces operated large numbers until the UH-1 Iroquois entered service in the 1960s. The British-built version, the Wessex, also saw extensive service. Westland improved the Sikorsky single-piston-engined design by installing single- and then twin-turboshafts. Users are now withdrawing them from service, although Uruguay has recently bought up surplus British machines.

Variants (still in service)

Wessex HC.2: RAF utility and rescue version. Also operated by Uruguay.

Wessex HC.3: RAF transport and support helicopter.

Wessex HC.4: RAF Royal Flight VIP version.

Wessex ED: Rescue version used by Uruguay.

CH-34: Transport version.

UH-34D: Transport version.

S-58: twin-turboshaft engine-powered version.

Status

No longer in production.

Operators

Argentina (air force), UK (air force), Uruguay (navy), Laos, Taiwan (army), Thailand (air force), Turkey (air force).

Manufacturers

Sikorsky Aircraft (USA), Westland Helicopters (UK).



(Tim Ripley)

Westland Wessex HC.Mk 5

Specifications (for Wessex HC.2)

Powerplant

Two Bristol Siddeley Orpheus Mk 110/111
turboshafts

Power: 2700 shp (2014 kW)

Weights

Empty: 8204 lb (3722 kg)
Max TOW: 1250 lb (567 kg)
Payload: 4660 lb (2098 kg)

Dimensions

Length: 48 ft 4 in (14.7 m)

Length: 55 ft 10 in (17.0 m)

Rotor diameter: 62 ft (18.9 m)

Height: 16 ft 10 in (5.1 m)

Performance

Max speed: 140 mph (226 km/h)
Range: 214 nm (386 km)

Armament

7.62 mm disc gun

Sikorsky S-61/SH-3 Sea King (USA)

Type: Medium-lift/naval helicopter

Accommodation: Two pilots, [SH-3] two sonar operators, 26 troops

Development/History

This Sikorsky design made its first flight in 1959, and the American company built several hundred for the United States Navy during the 1960s. The SH-3 proved a very sound maritime helicopter, and NATO navies ordered it in large numbers from American and local production lines.

Westland Helicopters in Britain began to develop its own version from 1966, including anti-submarine, assault, airborne early warning and search and rescue. Production continued until the mid-1980s, with more than 300 being built for domestic and export markets.

Variants

YSS-2: Prototype version.

HSS-2/S-61A/C: Original US Navy production version for anti-submarine warfare (ASW), powered by T-53-GE-10

turboshafts rated at 1075 shp (750 kW), fitted with dipping sonar and capable of carrying torpedoes or nuclear depth charges.

CH-3A/B: Utility version without ASW equipment for US Navy and USMC.

RH-3A: US Navy combat search and rescue version, featuring extra fuel tanks and Minigun armament.

MH-3A: Experimental versions with turbojets and wings.

RH-3A: US Navy mine-clearing version.

V-3A: US Marine Corps version for Presidential transport.

SH-3B: Improved US Navy ASW version with T53-GE-10 engines and improved mission systems. License-built in UK, Italy and Japan.

SH-3D: US Marine Corps version for Presidential transport.



Sikorsky S-61

(US Navy)

Specifications (for SH-3H Sea King)

Powerplant

Two General Electric T53-GE-10 turboshafts

Power: 2000 shp (1493 kW)

Payload: 8000 lb (3630 kg)

Dimensions

Length: 54 ft 9 in (16.7 m)

Rotor diameter: 62 ft (18.9 m)

Height: 15 ft 6 in (4.7 m)

Performance

Max speed: 160 mph (260 km/h)

Range: 542 mi (870 km)

Weights

Empty: 11 865 lb (5300 kg)

Max T/O: 20 580 lb (9300 kg)

Armament

Mk. 44, 46, 50, AGM-12, Sidewinder missiles; Mk. 11 depth charges; Mk. 57 and Lulu nuclear depth charges; Sea Eagle, AM39 Exocet, Murex Mk. 2 anti-ship missiles; GBU-2 7.62 mm Minigun pods; machine guns.

Sikorsky S-61/SH-3 Sea King (USA)

with T58-GE-10 powerplant.

SH-3G: US Navy improvement of D-model with extra cargo and passenger carrying capacity.

SH-3H: US Navy improvement of D-model with improved mission systems for ASW work.

UH-3H: US Navy utility version without ASW mission equipment.

SH-3D-TS: ASW version.

SH-3H AEW: Spanish navy airborne early warning version with Seasweeper radar.

S-61A: Export version for Denmark to SH-3A standard.

AS-61A-4: Search and rescue export version for Malaysia, known as Merb.

S-61D-3: Brazilian export version to SH-3D standard, later upgraded to SH-3H standard.

S-61D-4: Argentinean export version to SH-3D standard.

Italian-built versions

ASH-3D: Naval version, with T58-GE-100 engine, rated to 1125 kW (1500 shp), ASW mission equipment and equipped to fire Exocet and Marte Mk 2 anti-ship missiles.

ASH-3H: ASW version with improved mission equipment.

AS-61-TS: VIP transport version, designated ASH-3D/TS.

AS-61A-4: Export utility version with ASH-3D powerplant.

Canadian-built versions

CH-124CH-124A: ASW version to SH-3D standard.

CH-124CHC: Upgraded version with improved mission systems.



Sikorsky SH-3G

(US Navy)



Westland Sea King HC.Mk 4 'Jungle'

(Royal Marines)

Sikorsky S-61/SH-3 Sea King (USA)



Westland Sea King HC.Mk 4 'Jungles'

Japanese-built versions

S-61B: ASW version to SH-3A, later a S-61B-2 with improved mission systems was flighted to SH-3H standard.
S-61A/SHC: Utility, Antarctic survey and rescue version.

British-built versions

Sea King HAS 1: ASW version with Rolls-Royce Turbomeca HM100 turboshafts rated to 1050 kW (1400 shp).
Sea King HAS 2: Improved ASW version with uprated Gnome HM1400-1s.
Sea King HC 4: Assault and troop transport version.
Sea King HAS 5c: Improved ASW version with new radar and mission systems.
Sea King HAS 6: Improved ASW version.
Sea King HAR 3: Search and rescue version for RAF.
Sea King HAR 3Ac: Improved search and rescue version for RAF.
Sea King HAR 5: Royal Navy designation for its search and rescue version.
Sea King Mk 40: UK Ministry of Defence trials version.
Sea King Mk 41: Export version of Germany for search and rescue.
Sea King Mk 42: Export version for India to HAS 1 standard.
Sea King Mk 42A: Export version for India to HAS 2 standard.
Sea King Mk 42B: Export version for India with uprated Gnome HM1400-1T powerplants.
Sea King Mk 42C: Export version for India to HAR 3 standard.
Sea King Mk 43/WB: Export version to Norway for search



Westland Sea King HC.Mk 5 'Jungle'

(Tim Ripley)

Sikorsky S-61/SH-3 Sea King (USA)

and rescue.

Sea King Mk 45W: Export version to Pakistan to HMA 12 standard.

Sea King Mk 47: Export ASW version for Egypt to HAS 3 standard.

Sea King Mk 48: Export rescue version for Belgium to HAR 3 standard.

Sea King Mk 58A: Export version for Australia to HAS 2 standard.

Sea King AEW 2A: Airborne early warning version with Searchwater radar.

Sea King AEW 2: Improved airborne early warning version with upgraded Searchwater radar.

Commando Mk 1 (Sea King Mk 7B): Assault and troop transport version for Egypt.

Commando Mk 2 (Sea King Mk 7C): Assault and troop transport version for Egypt.

Commando Mk 2A (Sea King Mk 91): Assault and troop transport version for Qatar.

Commando Mk 2C (Sea King Mk 92): VIP version for Qatar.

Commando Mk 2E (Sea King Mk 7D): Electronic warfare version for Egypt.

Commando Mk 3 (Sea King Mk 74Q): Naval version for Qatar, fitted to fire Exocet missiles.

Status

No longer in production

Operators

Argentina (navy), Australia (navy), Belgium, Brazil (navy),



Sea King HC-Mk 4 'Junglist' over Bosnia

R.A. (Photo) Terry Morgan

Canada, Denmark (air force), Egypt, Germany (navy), India (navy), Iraq, Iran, Italy (marinair force), Japan (navy), Malaysia (air force), Norway, Pakistan (navy), Peru (navy), Qatar, Saudi Arabia (air force), Spain (navy), Thailand (navy), Venezuela (navy), UK (marinair force), USA (navy).

Manufacturer

Sikorsky Aircraft (USA), Agusta (Italy), Westland Helicopters (UK), Mitsubishi Heavy Industries (Japan), United Aircraft (Canada).

Westland Sea King HC.Mk 4 'Jungle' in service with the Royal Navy

(Media Production CLEVELAND)



Sikorsky S-61N-1 Silver (USA)

Type: Passenger transport helicopter

Accommodation: Two pilots, 30 passengers

Development/History

A development of the Sea King largely for the civil market, this version has been employed by a number of military users for troop transport and rescue work. Civil operators have also chartered them to military customers in the Middle East and the Falklands.

Variants

S-61L: Civil version

S-61NR: Export search and rescue version for Argentina.

AS-61A-1: Italian-made export version for Malaysia.

Status

No longer in production.

Operators

Argentine Air Force, Malaysia Air Force, UK (Marl), United Nations.

Manufacturer

Sikorsky Aircraft (USA), Agusta (Italy).



Sikorsky S-61N-1 Silver

Specifications (for S-61N)

Powerplant

Two General Electric CT58-14B-1 turboshafts

Power: 3000 shp (2236 kW)

Dimensions

Length: 73 ft 10 in (22.3 m)

Rotor diameter: 62 ft (18.8 m)

Height: 17 ft (5.2 m)

Weights

Empty: 12 510 lb (5674 kg)

Max T/O: 22 000 lb (9980 kg)

Payload: 7850 lb (3560 kg)

Performance

Max speed: 146 mph (235 km/h)

Range: 430 nm (795 km)

Sikorsky S-61/HH-3 (USA)

Type: Medium-lift transport helicopter

Accommodation: Two pilots, 30 troops, 15 stretchers

Development/History

Known as the Jolly Green Giant during the Vietnam War, the HH-3E revolutionized combat search and rescue work by being the first in-service helicopter to employ in-flight refuelling. Eventually superseded by the bigger S-65 series in USAF service, the HH-3 found a niche in maritime search work with the US Coast Guard and Italian Air Force.

Variants

CH-3E: USAF utility and drone recovery version.

AS-61E Pelican: Italian-built search and rescue version.

HH-3E (Jolly Green Giant): USAF combat search and rescue version with in-flight refuelling.

MH-3E: USAF special forces version with in-flight refuelling.

HH-3P Pelican: US Coast Guard search and rescue version.

VM-3E: USAF VIP transport version.

Status

No longer in production.

Operators

Italian air force, US coast guard

Manufacturer

Sikorsky Aircraft (USA), Agusta (Italy)



US Army HH-3E

(APW)

Specifications (CH-3E)

Powerplant

Two General Electric T58-GE-5 turboshafts

Power: 3000 shp (2236 kW)

Dimensions

Length: 57 ft 3 in (17.4 m)

Rotor diameter: 62 ft (18.8 m)

Height: 18 ft 1 in (5.5 m)

Weights

Empty: 13 225 lb (6000 kg)

Max T/O: 22 050 lb (10 000 kg)

Payload: 5000 lb (2270 kg)

Performance

Max speed: 162 mph (261 km/h)

Range: 404 nm (748 km)

Armament

Door machine gun

Sikorsky S-65A/CH-53 Sea Stallion (USA)

Type: Heavy-lift transport helicopter

Accommodation: Two pilots, crew chief, 37 troops, 24 stretchers

Development/History

Sikorsky's big lifting fan flew in 1964, and was quickly adopted by the US Marine Corps as its heavy assault transport. Some 124 D-models were bought by the Marine Corps, and have remained in service through to the 1990s. The USAF adopted the aircraft as its principal long-range special operations and combat search and rescue helicopter, instigating several upgrades to maintain its deep penetration capabilities.

Variants

CH-53A: Original USMC version powered by General Electric T64-GE-16 turboshafts.

CH-53B: USAF training version similar in capability to CH-53A.

CH-53C: USAF combat search and rescue version with in-flight refuelling probes.

CH-53D: USAF special version with out in-flight refuelling probe.

CH-53E: Improved USMC version with uprated T64-GE-110 engines, each rated at 2027 kW (2725 shp).

RH-53E: US Navy mine-clearer, powered by two T64-GE-110s each rated at 2027 kW (2725 shp).

MH-53J Pave Low III: USAF special operations version, fitted with in-flight refuelling, night vision equipment and terrain following radar and powered by two T64-GE-1A each rated to 2505 kW (3360 shp).

S-65C-2/H: Austrian export versions built to CH-53C standard, later sold to Israel.

S-65C-3: Israeli export version similar to USAF MH-53Cs.



Sikorsky/VFW-Fokker CH-53G Sea Stallion serving with the United Nations Special Commission in Iraq after the Gulf War
(Tim Ripley)

Specifications (for CH-53A)

Powerplant

Two General Electric T64-GE-16 turboshafts

Power: 6124 shp (6625 kW)

Dimensions

Length: 67 ft 2 in (20.47 m)

Rotor diameter: 72 ft 3 in (22.02 m)

Height: 24 ft 11 in (7.6 m)

Weights

Empty: n/a

Normal T/O: 35 000 lb (15 875 kg)

Payload: External 13 000 lb (5907 kg)

Performance

Max speed: 165 mph (264 km/h)

Range: 252 nm (463 km) with auxiliary tanks

Armament

7.62 mm or 12.7 mm door guns

Sikorsky S-65A/CH-53 Sea Stallion (USA)



Sikorsky CH-53D Sea Stallion

(Tim Pyley)

Sikorsky S-65A/CH-53 Sea Stallion (USA)

CH-53 2000: Israeli upgrade also known as Tar'ur 2000, designed to extend life into the next century. Turkey is interested in buying this version.

CH-53D: German-built version.

Status

No longer in production.

Operators

Germany (Army), Iran, Israel, USA (air force/navy/marines).

Manufacturer

Sikorsky Aircraft (USA), VFW-Fokker (Germany).



**Sikorsky CH-53J
Pave Low**
(USAF/DOD)

Sikorsky S-80/CH-53E Super Stallion (USA)

Type: Heavy-lift transport helicopter

Accommodation: Two pilots, crew chief, 55 troops

Development/History

The S-80 (now Super Stallion) utilizes three engines to make it one of the most powerful heavy-lift helicopters in the world. The US Marine Corps and Navy began taking delivery in 1988, and some 177 were built until production ceased in 1995.

Mine-clearing versions used by the US Navy and Japanese Maritime Self-Defence Force are operated from amphibious warship ships or shore bases.

Variants:

CH-53E Sea Stallion: US Navy and Marine Corps Assault and heavy-lift version.

MH-53E Sea Dragon: US Navy mine-clearing version.

S-80E: Proposed export version of CH-53E.

S-80M-1: Japanese mine-clearing version.

Status

No longer in production.

Operator

USA (navy/marines), Japan (navy).

Manufacturer

Sikorsky Aircraft (USA).



Sikorsky CH-53E Sea Stallion

(Tim Ripley)

Specifications (for CH-53E)

Powerplant

Three General Electric T64-GE-416 turboshafts

Power: 13,140 shp (9,750 kW)

Weights

Empty: 33,730 lb (15,272 kg)

Max T/O: 69,750 lb (31,640 kg)

Payload: Under-slung 36,000 lb (16,330 kg)

Dimensions

Length: 73 ft 4 in (22.3 m)

Rotor diameter: 79 ft (24.1 m)

Height: 25 ft 5 in (7.7 m)

Performance

Max speed: 196 mph (315 km/h)

Ferry Range: 1,120 nm (2,044 km)

Armament

102 mm or 12.7 mm door guns

Sikorsky S-80/CH-53E Super Stallion (USA)



Sikorsky CH-53E Sea Stallion

Sikorsky S-80/CH-53E Super Stallion (USA)



Sikorsky SH-60B Sea Dragon
(United Technologies/Sikorsky Aircraft)



Sikorsky MH-53E Sea Stallion
(United Technologies/Sikorsky Aircraft)

Sikorsky S-70/UH-60 Blackhawk (USA)

Type: Medium-lift utility helicopter

Accommodation: Two pilots, crew chief, 14 troops

Development/History

In the early 1970s the US Army began looking for a UH-1 Huey replacement which would take into account many of the lessons learnt from combat helicopters operations in Vietnam. Improved crashworthiness was a major criterion in the design, which first flew in 1974.

The first production version flew in 1978, and soon the UH-60A was in widespread service with the US Army, seeing combat in Grenada in 1983. An improved version capable of lifting a HUMVEE or a 155 mm howitzer under-slung was developed in the late 1980s, eventually being designated the UH-60L. In total the US Army has bought some 1400 aircraft plus 2200 options for 2002. Low rate production continues for the US Army and export.

Variants

UH-60A: Original US Army utility version.

UH-60B SOFAS: Proposed ground surveillance radar version.

UH-60C: US Army version with up-rated T700-GE-700 engines.

UH-60D: South Korean version to L-model standard.

UH-60E Dustoff: Proposed medical evacuation version, with external hoist.

UH-60A Quick Fix: Electronic warfare version.

UH-60C Quick Fix: Improved electronic warfare version.

MH-60A Vektor Hawk: US Army special forces version.

MH-60G Pave Hawk: USAF special forces version with in-flight refuelling.

UH-60K: USAF search and rescue version.

MH-60H: US Army special forces version with in-flight



Sikorsky UH-60 Blackhawk

(Tim Ripley)

Specifications (for UH-60A)

Powerplant

Two General Electric T700-GE-700 turboshafts

Power: 3244 shp (2420 kW)

Dimensions

Length: 50 ft 11 in (15.5 m)

Rotor diameter: 53 ft 8 in (16.4 m)

Height: 16 ft 10 in (5.1 m)

Weights

Empty: 11,264 lb (5118 kg)

Max T/O: 20,250 lb (9115 kg)

Payload: 9800 lb (4450 kg) unslung

Performance

Max speed: 164 mph (266 km/h)

Range: 319 nm (592 km); 1200 nm (2222 km) with max external fuel

Ammunition

7.62 mm or 12.7 mm door guns and pods; free-fight rocket pods; AGM-114 Hellfire laser-guided anti-tank missiles.



Sikorsky S-70 Armed Blackhawk

United Technologies/Sikorsky Aircraft

Sikorsky S-70/UH-60 Blackhawk (USA)



Sikorsky HH-60G Pave Hawk

(United Technologies/Sikorsky Aircraft)

refuelling probe.

MH-60L: US Army special forces version with in-flight refuelling probe and uprated T700-GE-710C engines.

VH-GOM: US Presidential transport version.

S-70A-11: Saudi land forces version.

S-70A-12: Saudi VIP transport/multicarrier version.

S-70A-13: Philippines export version.

S-70A-14: Australian-assembled version.

S-70A-15: Jordanian export version.

S-70A-16: Japanese search and rescue version, designated UH-60J.

S-70A-17: Brunei export version.

S-70A-18: Test bed for Rolls-Royce/Turbomeca RTM 322.

S-70A-19: Turkish export version.

S-70A-20: Scotland-produced version, designated WES-20.

S-70A-21: Egypt export version.

S-70A-24: Mexican export version.

S-70A-26: Moroccan export version.

S-70A-27: Hong Kong export version.

S-70C: Chinese export version.

S-70C-2: Rescue version with hoist used by Taiwan and Brunei.

Status

In production.

Operators

Australia (Army), Bahrain, Brazil (Army), Brunei, China, Colombia (Army/air force), Egypt, Israel, Greece (Army), Hong Kong, Japan (Army/air force), Jordan, Malaysia, Mexico,



Sikorsky UH-60 Blackhawk

(United Technologies/Sikorsky Aircraft)

Sikorsky S-70/UH-60 Blackhawk (USA)

Morocco, Philippines (air force), Saudi Arabia (army), South Korea (army), Taiwan (air force), Turkey (army), Thailand (army), USA (Army/Air Force).

Manufacturer

Sikorsky Aircraft (USA), Mitsubishi Heavy Industries (Japan), Westland Helicopters (UK), Hawker de Havilland (Australia), Korea Air (South Korea).



**Sikorsky S-70A
Blackhawk of Royal
Brunei Armed Forces**
(United Technologies/
Sikorsky Aircraft)

Sikorsky S-70B/SH-60 Seahawk (USA)

Type: Maritime helicopter

Accommodation: Two pilots, mission specialist

Development/History

Revised version of the S-70 series won the US Navy's LAMPS competition with a development contract being issued in 1977. The SH-60B has 83 per cent commonality with the UH-60, but it includes many features necessary for operations afloat, including anti-corrosion treatment for the airframe, improved engines and a RWSI recovery device to secure the helicopter to a rolling ship deck in heavy seas. The US Navy has continued to develop the basic design, including a anti-submarine version with dipping sonar and a special combat search and rescue variant. Moves are now afoot to standardise the fleet under the SH-60B programme.

Status

In production.

Variants

SH-60B Seahawk: Original US Navy light multi-purpose system (LAMPS) Mk II single and destroyer-borne helicopter, with APS-124 radar, MAU and sonobuoy launching systems.

SH-60F Ocean Hawk: Carrier-borne (CV) inner sea zone anti-submarine helicopter, with Bendix dipping sonar and provision for three Mk 50 torpedoes.

SH-60B-3/JSH-60H: Japanese-built version of SH-60B.

SH-60R: US Navy programme to standardise B, F and H versions.

S-60B-3 BAWSS: Australian version with domestically-produced radar, sonobuoy and other systems. Also provision for Sea Skua and Penguin radar-guided anti-ship missiles.



Sikorsky S-70B-3 Seahawk of Greek Navy

(United Technologies/Sikorsky Aircraft)

Specifications (for SH-60B)

Powerplant

Two General Electric T700-G1-401C turboshafts

Power: 1800 shp (1344 kW)

Max T/O: 21 694 lb (9795 kg)

Payload: n/a

Performance

Max speed: 145 mph (234 km/h)

RANGE: 50 nm (92.5 km) for 3-hour loiter

Dimensions

Length: 50 ft 0.75 in (15.26 m)

Rotor diameter: 53 ft 0 in (16.10 m)

Height: 17 ft 5.18 in

Weights

Empty: 13 665 lb (6111 kg)

Armament

1.62 mm and 12.7 mm door guns; AGM-118B Penguin anti-ship missiles; Mk 46 or Mk 50 torpedoes; free-flight rockets.



S-70C(M)-1 Thunderhawk: Taiwanese version of SH-60F; local conversion to Signals intelligence role has taken place.
HH-60H Rescue Hawk: US Navy specialised combat search and rescue version, with extra armament and night-vision systems.
HH-60J Jayhawk: US Coast Guard search and rescue version.

S-70B-6: Greek export version.

S-70B-7: Thai naval version with PT6A-36B engines.

CH-60: Proposed US Navy utility version for support and vertical replenishment.
Maplehawk: Proposed Canadian rescue version.

Operators

Australia (navy), Greece (navy), Japan (navy), Spain (navy), Taiwan (navy), USN (navalized guard).

Manufacturers

Sikorsky Aircraft (USA), Mitsubishi Heavy Industries (Japan), ASIA (Australia).

Sikorsky SH-60B Seahawk
(United Technologies/
Sikorsky Aircraft)



Sikorsky SH-60B Seahawk

iUnited Technologies/Sikorsky Aircraft

Sikorsky S-76 (USA)

Type: Medium-lift utility helicopter

Accommodation: Ten pilots, 14 passengers

Development/History

This private venture product has sold well to a number of civil and military customers around the world, but it has not found favour with the US armed forces.

Variants

S-76: Original version powered by Allison 250-C30 turboshafts, rated to 485 kW (650 shp).

S-76 Mk II: Improved version.

S-76 Utility: Basic version.

AUH-76: Armed utility derivative, with provision for anti-armour; rockets and guns.

S-76A/C: Version with 535kW (717 shp) Turbomeca Arriel 1S1 powerplant.

S-76B: Production version with PNEB-30A powerplant.

H-76B: Military version of S-76B, with weapon provision.

H-76C: Naval version.

HE-24: Spanish designation.

Status

In production.

Operators

Chile (army), Guatemala, Honduras, Hong Kong, Iraq, Japan, Jordan, Philippines (air force), Spain (air force), South Korea (army).

Manufacturer

Sikorsky Aircraft (USA) and Daewoo (Korea).



Sikorsky S-76C

(United Technologies/Sikorsky Aircraft)

Specifications (for H-76)

Powerplant

Two Pratt & Whitney Canada PT6B-30A turboshafts.

Power: 1962 shp (1464 kW)

Max T/O: 11,700 lb (5307 kg)

Payload: n/a

Dimensions

Length: 44 ft (13.4 m)

Rotor diameter: 44 ft (13.4 m)

Height: 14 ft 5 in (4.4 m)

Max speed: 178 mph (287 kmh)

Range: 317 nm (581 km)

Weights

Empty: 6241 lb (2832 kg)

Performance

Armament:

7.62 mm, 12.7 mm or 20 mm machine gun pods; Stinger air-to-air missiles; Hellfire laser-guided missiles; TOW wire-guided anti-tank missiles; free-fall bombs.

Glossary

AEW Airborne early warning.

ASV Air-to-surface vessel.

ASW Anti-surface vessel-warfare.

aerospace Aviation electronics, such as communications radio, radars, navigation systems and computers.

beamforming radar Radar in which Doppler tracking and pitch change movements are provided by the flexibility of the structural material and not by bearings. No motor is rigid, carbonfibre fine filament of carbon/graphite used as strength element in composites.

CAS Close air support.

CBU Cluster bomb unit.

CFRP Carbon-fibre-reinforced plastic.

CO-HM Counter-emergencies.

comint Communications intelligence.

composite material Made of two constituents, such as filaments or short whiskers plus adhesive, forming binding matrix.

datelink Electronic highway for passing digital data between aircraft sensors and system processors, usually MIL-STD-1553B or ARINC 429 (bus) and SAT (free-wire) systems.

dendrite Engine restricted to power less than potential maximum (usually such engine is flat rated).

DF Direction Finder or direction finding.

forestar Helicopter tail rotor with many slender blades rotating in short shaft.

FLIR Forward-looking infrared.

fly-by-light Flight control system in which signals pass between computers and actuators along fibre optic leads.

fly-by-wire Flight control system with electrical signalling (i.e. without mechanical interconnection between cockpit flying controls and control surfaces).

g Acceleration due to mean Earth gravity (i.e. of a body in free fall), or acceleration due to rapid change of direction of flight path.

GPS Global Positioning System.

gunship Helicopter designed for battlefield attack, normally with side body carrying pilot and weapon operator only.

hardpoint Reinforced part of aircraft to which external load can be attached, e.g. weapons/strike pylons.

HMD Helmet-mounted display; hence HMD = sight.

hot and high Adverse combination of airfield height and high ambient temperature, which lengthens required take-off distance (TOD).

hp Horsepower.

HUD Head-up display.

HT Head fixation fixed or free.

IR Infra-red.

IRST Infra-red search and track.

I-STARS US Air Force/Mary Joint Surveillance Target Attack Radar System in Boeing F/A-18.

JBDIS Joint Tactical Information Distribution System.

Kevlar Aramid fibre used as basis of

high-strength composite material.
km/h Kilometres per hour.

knit Kilowatt, the metric unit for measuring power output of jet engine, knot, 1 nm per hour.

kw Kilowatts, the metric unit for measuring power output of a propeller-driven engine.

lbf Pound of static thrust, the measurement of a jet engine's static thrust.

LITV Low-light TV (therm), (TV, low-light-level).

low observables Materials and structures designed to reflect aircraft signatures of all kinds.

m metre(s), the metric unit of length.

MAD Magnetic anomaly detector.

MFD Multi-function display.

MMS Multi-mounted sight.

MN Maximum permitted operating Mach number.

mph Miles per hour.

Mach0 Maximum take-off weight.

nm Nautical mile, 1.15652 miles (1.8522 km).

NOE Nap-of-the-Earth (low-flying) in military aircraft using natural cover of hills and trees etc.

NVD Night vision goggles.

optics Combination of optics and electronics in viewing and sighting systems.

port Left side, looking forward.

pylon Structure linking aircraft to external load (engine nacelle, drop tank, bomb etc).

radius The distance an aircraft can fly from base and return without refuelling landing.

R&M Radar absorbent material.

rigid rotor see long-stroke rotor.

RIV Remotely-activated vehicle.

SARH (i) Search and rescue,

(ii) synthetic aperture radar.

shaft Shaft horsepower, measure of power transmitted via rotating shaft.

sight Signals intelligence.

signature Characteristics ("fingerprint") of all electromagnetic radiation (radio, IR etc).

single-shaft Gas turbine in which all compressors and turbines are on common shaft rotating together.

SLAR Side-looking airborne radar.

stabilizer fin (i.e., horizontal stabilizer = tailplane).

starboard Right side, looking forward. 1 tonne, 1 Megapound, 1000 kg.

TB-10 Aircraft with fixed wing and rotors that lift up for hovering and forward for fast flight.

T-0 Take-off.

ton Imperial (long) ton = 1016.1 or 2240 lb; US (short) ton = 0.9072 t or 2000 lb.

turboshaft Gas turbine in which as much energy as possible is taken from gas jet and used to drive helicopter rotors.

UAV Unmanned air vehicle.

winglet Small auxiliary airflow, usually sharply upturned and often sweepback, at tip of wing.

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